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USATSARCOM TECHNICAL REPORT-82-2

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HISTORICAL INFLATION PROGRAM

(A COMPUTER PROGRAM GENERATING
HISTORICAL INFLATION INDICES FOR
ARMY AIRCRAFT)

WARREN H. GILLE, JR.
FINAL REPORT
MARCH 1982

U.S. ARMY TROOP SUPPORT
AND AVIATION MATERIEL
READINESS COMMAND

COMPTROLLER
COST ANALYSIS DIVISION

4300 GOODFELLOW BLVD.
ST. LOUIS, MISSOURI 63120

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20. ABSTRACT (Continue on reverse side if necessary and identify by block number) This report extends and revises Technical Report 81-1 which presents and de- scribes the Historical Inflation Program, a computer program generating historical inflation indices for Army aircraft. The program can be updated monthly, is easily revised for changes in Bureau of Labor Statistics methods, and is capable of handling data for all fiscal year formats. Output is express- ed as monthly, quarterly, Fiscal Year, and Calendar Year inflation indices (in Calendar Year 1967 base) and inflation factors (in any Fiscal Year base). This report contains updated tables of inflation factors, expressed in a FY 81		

20. ABSTRACT.

base. These indices and factors provide a means of adjusting historical cost data for the procurement of Army Aircraft to constant year dollars. Additional features include: computations for the Derivation of Revised Weighting Factors, detailed indices enabling the adjustment of historical Labor and Material cost separately, a discussion of aggregate weighting factors for Labor and Materials, (including trends from sensitivity analysis with more background materials), and additional documentation aimed at making the report useful to a large cross section of the DOD/Rotary Wing Aircraft Community.

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The views, opinions, and/or findings contained in this report are those of the author(s) and should not be construed as an official Department of the Army position, policy, or decision unless so designated by other documentation.



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ACKNOWLEDGEMENTS

The author extends his appreciation to the Kansas City Regional Office of the Bureau of Labor Statistics, U.S. Department of Labor, for special assistance with wage and price data.

Ms. Marva Campbell provided excellent clerical support in the revision of this paper.

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I. APPLICABILITY. The inflation indices and factors published in this report are applicable to the adjustment of historical costs for the procurement of Army aircraft. These costs are currently funded by the Aircraft Procurement, Army and Other Procurement Army appropriations.

II. AN OVERVIEW OF THE HISTORICAL INFLATION PROGRAM.

A. History.

The Historical Inflation Program for Army aircraft procurement was developed using a sequence of documents, the first being Aerospace Price Indices, by H.G. Campbell (RAND # R-568-PR, 12/70). Essentially, the RAND document established a basis for the construction of general indices, identified items of special interest and concern, and indicated that no substitute exists for thorough analysis of the specific items being characterized by an historical index. Several indices, designed specifically for rotary wing aircraft, have been developed for the adjustment of procurement cost since that time by the United States Army Aviation Systems Command, and this function has been carried over to the Components and Operational Studies Branch, Cost Analysis Division, Office of the Comptroller, USATSARCOM.

The current indices are based on research done in the period 1972 to date. In July 1973, the Office of the Comptroller, Cost Analysis Division, made a study of materials used in the Army helicopter systems then, or most recently, in production. Cost Information Reports were assembled, and contractors were asked to supply lists of materials for both airframe and engine, on the basis of contribution to weight. Contractor technical and engineering personnel provided assistance with data interpretation and definitions for items whose composition was unclear from engineering documents and Detailed Weight Statements.

The following aircraft were selected:

UH-1	OH-6	AH-1
CH-47	OH-58	CH-54

This selection of aircraft is deemed typical for several reasons. First, the six helicopter systems listed above make up the majority of the U.S. Army's current helicopter fleet. Second, a number of these aircraft have been produced on a long term, continuous basis in numerous models. And, third, and most important, they are among the systems most likely to be used in developing Cost Estimating Relationships for new systems by use of parametric techniques.

The September 1973 Historical Inflation Cost Research Report, cited in the references, was the first report to make full use of this information. It was updated by the August 1974 Cost Research Report, and then by a series of expanded analyses under current title, Historical Inflation Program, since that time. A list of the assumptions and changes in methodology over the period referenced are included in the body of the Technical Report with the same title.

B. Construction of Indices - Methodology.

The indices are developed by a stepwise, building process, which computes the contributions to cost on a weighted value-added basis.

1. First, the contribution to cost of small parts and other purchased equipment is calculated.
2. Next, the cost contribution of purchased parts is combined with that of raw materials to get the cost of purchased materials.

3. Purchased material cost is then combined with contractor labor cost to compute the index for products such as engine or airframe.

4. The indices for engine, airframe, and avionics are combined to get an overall index for aggregate aircraft.

C. Indexing Technique.

The procedure used is "Cost-Weighting". The information obtained from 1973 research on "helicopter materials" established percentages based on weight. Because the indices used to track material costs are based on monetary considerations (e.g., Producer Price Index; Wages, by Standard Industrial Code), percentages by weight had to be transformed into percentage contributions to cost, if PPI and SIC inflation factors were to be applied directly. Based on the premise of profit maximization, contractors should tend to minimize the use of expensive materials subject to maintaining acceptable performance standards; essentially, materials with a high cost per unit weight ratio would be used sparingly. Adjusting a percentage based on weight using a monetary index would not only result in an improper index initially, but also one with diminishing reliability. The latter bias is avoided by calculating the contribution to cost, instead of merely the contribution to weight.

D. Weighting Factors. Although the model is developed by an iterative, stepwise process, the revised weighting factors in the table (at the end of Appendix B) implicitly include all calculations. The index, as stated, is merely the direct sum of

the products of the weights and their corresponding material index values. The development of weighting factors is illustrated in the Technical Section.

E. Data. The data used appear in two different forms. Yearly data are presented by Calendar Year 1947 to date, and monthly data for 1967 to date. The yearly data, pre 1958, are condensed into three columns; the data for 1958 and later are presented in an 18 column format - 14 columns for material inputs, and 4 for labor. Beginning with report 76-1B, all columns of the data set have been identified by PPI and SIC code, as well as a verbal description in the column heading. PLEASE NOTE: The data, their characterization, and any redefinition by the Bureau of Labor Statistics over the years, are tracked in line diagram C-2.

F. Validity and Firmness of Data.

The Producer Price Index and Wage Data was supplied by the Kansas City Regional Office of the Bureau of Labor Statistics, U.S. Department of Labor. The data comes in three types of published format: (1) a cumulative history covering all relevant past years on a monthly basis. (2) A yearly edition (such as Wage and Price Index Annual Supplement) which lists the previous 12 months, and (3), monthly publications which list the most current month and several other months for comparison.

For data to be "firm" it must be at least 18 months old, in most cases, because it is benchmarked and adjusted after the fact. For example, small samples are taken throughout the year; however, during one month (the benchmark month), a much more comprehensive

sample is taken. Due to its significantly larger sample size, the benchmark month's sample is felt to be more representative than those of other individual months, and if benchmark diverges from the pattern, the other months are adjusted proportionately to conform to its base as benchmark.

The data in the cumulative history "type" publication is felt to be firm or "final". Basically, such publications provide a chronological listing of all firm data available for the past history of those indices. However, the data in such publications is usually 18 to 24 months behind the current period. The data for each month listed in the Annual Supplements is not necessarily firm because benchmarks occur during the Calendar Year, and at different times for different series. Adjustments may not have been made before the Annual Supplements are published. The monthly publications, which contain information on the most current periods, are even more tentative. In general, the Producer Price Index Data are firm before Wage Indices for the corresponding month, probably due to the fact that it is easier to define and measure price changes for commodities than for human skills.

G. Particular Problems.

1. The Wage Data for the period CY 1971 - CY 1973 changed, in many cases, during FY 75 - FY 76. The wage-price freeze disallowed

certain salary and wage increases, but a number of these were awarded on a retroactive basis based on legal decisions rendered several years after the fact. Because such payments involved costs directly attributable to labor services during the period, these payments had to be incorporated in the indices to provide an accurate measure of labor earnings.*

2. With the September 1978 issue of Employment and Earnings, the reporting categories for a number of types of production labor were changed. In effect, the 1967 Standard Industrial Classification Code has been supplanted by the 1972 SIC Code.

The Changes are as follows:

<u>SIC Code & Title</u>	<u>-to-</u>	<u>SIC Code & Title</u>
3674,9 Electronic Devices & Components		367X Electronic Components & Accessories
3722 Aircraft Engines & Engine Parts		3724 Aircraft Engines & Engine Parts
3723,9 Aircraft Parts & Equipment		3728 Aircraft Equipment

The reclassification had little or no impact on this study due to the essential similarities, by definition, of the old and new labor categories.

3. In June 1981, the Bureau of Labor Statistics discontinued two material reporting categories (PPI Codes) used in the Historical

*See BLS Bulletin No. 1312-10, Employment and Earnings 1909-75 for a detailed explanation (esp. p.769).

Inflation Program. New Codes were selected to replace the old based on similarity:

<u>Old Code & Title</u>	<u>New Code & Title</u>
10150141 Steel Castings	10150621 High Alloy Investment Castings
10150153 Closed Die Forgings	10151151 Closed Die Forgings, C.S.

The new material codes were chosen with the assistance of Mr. Ed Kasanowski, metals specialist, BLS, Washington D.C. No adjustment in weighting factors was required.

4. Potential discrepancies in the data set were eliminated by comparing data elements with the most recent data in the BLS computer for the 14 material and 4 labor categories used in the report. All data were verified to be the latest and most accurate available, on 15 December 1981, by the Kansas City Regional Office, BLS.

H. Additional Publications Relating to this Report

The Office of the Comptroller, Cost Analysis Division, can supply the following publications which may be of assistance in using and interpreting these inflation indices:

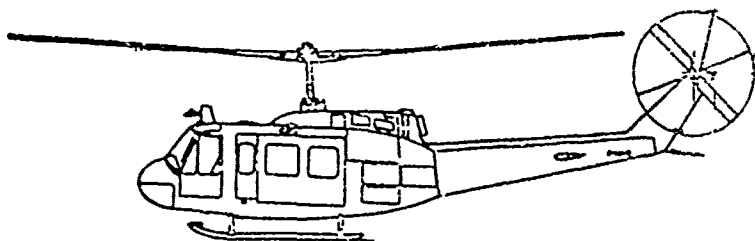
CM 82-2 Inflation Indices, An Introduction to Basic Theory and Their Application with sample problems. Nov 1981

CM 82-6 The Historical Inflation Program, for Army Aircraft (22 pp.)
March 1982

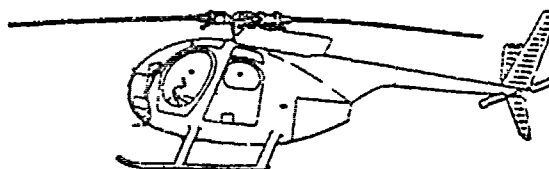
CM 82-1 The Troop Support Inflation Program Dec. 1981

DATA CONCERNING:

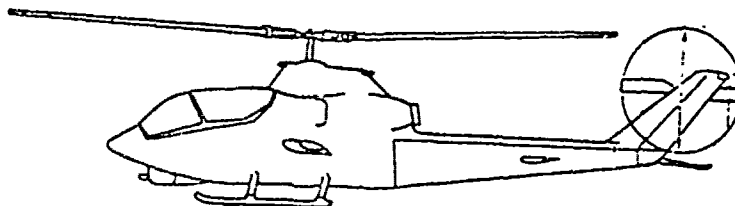
The Material Content of U. S. Army Helicopter Systems



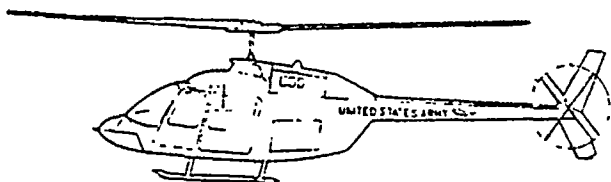
UH-1H "HUEY"



OH-6A "CAYUSE"

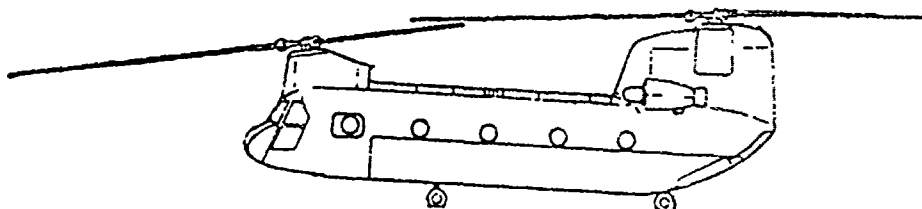


AH-1G "COBRA"

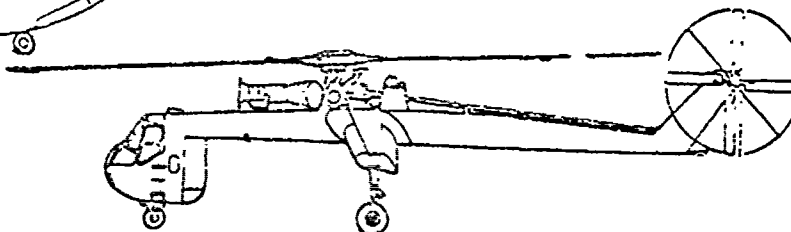


OH-58A "KIOWA"

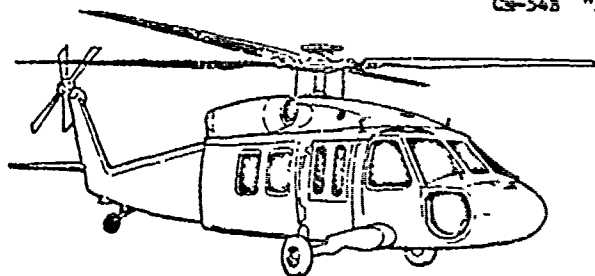
U S A R M Y A I R C R A F T



CH-47C "CHINOOK"



CS-54B "SKYCRANE"



UH-60A (Blackhawk)

Air Order of Battle

United States Army - Quantities and Types of Aircraft

ROTARY WING AIRCRAFT

<u>System Designation</u>	<u>Popular Name</u>	<u>Approx Empty Wt.</u>	<u>No. of Aircraft</u>	<u>Percent of Fleet</u>
AH-1	"COBRA"	5,800 lbs.	1,009	12.7%
UH-1	"HUEY"	5,100 lbs.	3,829	48.1%
OH-6	"CAYUSE"	1,200 lbs.	402	5.0%
OH-58	"KIOWA"	1,750 lbs.	1,998	25.1%
CH-47	"CHINOOK"	19,500 lbs.	444	5.4%
CH-54	"SKYCRANE"	19,800 lbs.	73	0.9%
UH-60A	"BLACK HAWK"	10,500 lbs.	210	2.6%
AH-64A	"ADV. ATTACK"	10,400 lbs.	0	0%
			<hr/> 7,965	<hr/> 100.0%

Sources: FM 101-20 (UNCLASSIFIED).
World Combat Aircraft Directory
Doubleday and Co.,
 BLACK HAWK PM Office

USNAVSCOM COST ANALYSIS DATA 1973

AHSAV-CCE

31 July 1973

MEMORANDUM THRU: Mr. Gerald Dockins, Acting Chief, Estimates and Studies Branch

FOR: Mr. Edward P. Laughlin, Chief, Cost Analysis Division *SL*

SUBJECT: Material Composition Analysis of U.S. Army Helicopters, July 1973

1. On 6 June 1973, this office received a request from Mr. W.J. Trope, AEC Comptroller Office, Cost Analysis Division, for the material composition of a UH-1H helicopter. On 18 June 1973, Chief, AVSCOM Comptroller Office, Cost Analysis Division requested a similar analysis be performed on the following Army helicopters:

- a. CH-47C.
- b. OH-6A.
- c. OH-58A.
- d. AH-1G.
- e. CH-54B.

2. A search of the technical data files and aircraft drawings failed to produce the desired data. The analysis was completed with the assistance of AVSCOM Systems Engineering Division, Directorate of R&DE and pertinent U.S. Army Plant Activities. Contractors were also contacted during the data search, and others. The data obtained are a combination of expert opinion, engineering estimates and contractor data obtained under previous contracts.

3. The following Cost Analysis personnel were assigned to this project:

Aircraft System	Assigned To
UH-1H	Gerald Dockins
CH-47C	James Cadell
OH-6A	John Thilman
OH-58A	Gerald Dockins/James Cadell
AH-1G	Gerald Dockins/James Cadell
CH-54B	James Cadell

AHSAV-CCE 31 July 1973

SUBJECT: Material Composition Analysis of U.S. Army Helicopters, July 1973

- 4. Copies of the Material Composition Analysis have been placed in the following files:
 - a. A new file folder titled "Material Composition Analysis".
 - b. A complete copy of the findings placed in the file folder titled "Inflation".
 - c. A separate file of the findings relating to turbine engines has been created.

5. Summary Tables and Material Composition Analyses are Inclosed.

James N. Cadell
JAMES N. CADELL
Math-Stat

1 Incl
as

Material Composition Analysis
of Army Helicopters
(Dated July 1973)
Material (Pounds)

U.S. Army Helicopters

Aircraft Model	Empty Weight	Aluminum	Steel	Magnesium	Titanium	Copper	Brass	Bronze	Lead	Tungsten	Nickel Alloy	Nonmetallic
AR-1C	5,394	1,888	1,780	216	108	593	0	0	216	0	0	593
UH-1H	4,973	1,579	1,718	280	70	400	100	0	100	0	0	726
OH-6A	1,163	666	218	46	1	30	23	3	0	1	25	150
OH-58A	1,586	536	543	55	15	101	0	0	43	0	0	293
CH-47C	20,483	8,312	7,989	1,304	63	676	4	16	0	45	0	2074
CH-54B	19,765	8,931	3,860	72	970	516	20	23	1	0	788	4584

U.S. Army Turbine Engines

Engine Model	Dry Weight	Aluminum	Steel	Magnesium	Titanium	Copper	Nickel Alloy	Nonmetallic	Stainless Steel	Steel Alloy
T53-L-13	527	79	316	80	26	3	0	23	0	0
T63-A-5A	138	1	108	26	0	0	0	3	0	0
T63-A-700	138	1	108	26	0	0	0	3	0	0
T55-L-7C	590	0	510	50	20	10	0	0	0	0
T73-P-700	981	1	0	8	0	0	290	0	596	94

U.S. Army Helicopter Airframe, Only.

Aircraft Model	Airframe Weight	Aluminum	Steel	Magnesium	Titanium	Copper	Brass	Bronze	Lead	Tungsten	Nickel Alloy	Nonmetallic
AR-1C	4,867	1,809	1,464	136	82	590	0	0	216	0	0	570
UH-1H	4,446	1,500	1,402	200	44	400	100	0	100	0	0	700
OH-6A	1,025	666	109	20	1	30	23	3	0	1	25	147
OH-58A	1,448	536	434	29	15	101	0	0	43	0	0	290
CH-47C	19,303	8,312	6,969	1,204	23	656	4	16	0	45	0	2,072
CH-54B	17,803	8,928	2,480	72	970	516	20	23	1	0	209	4,584

TABLE 3 **

SUMMARY OF AIRFRAME AND ENGINE CIR DATA*

	(1) Airframe	(2) Engine
Labor	62.08%	40.85%
Material	<u>37.92%</u>	<u>59.15%</u>
Total Cost	100.00%	100.00%
Raw Material	41.88%	70.58%
Purchased Equipment	<u>58.12%</u>	<u>29.42%</u>
	100.00%	100.00%

(1) Airframe factors were obtained from a sample of 15 CIR reports representing the AH-1, CH-47, CH-54, OH-6, and OH-58 aircraft systems.

(2) Engine factors were obtained from a sample of 14 CIR reports representing 11 different turbine engine configurations procured from Lycoming, Allison, General Electric, and Pratt & Whitney.

*As adjusted by Labor and Material price movements.

** From HISTORICAL INFLATION INDICES FOR ARMY AIRCRAFT
U.S. Army Aviation Systems Command, St. Louis, 1974,
p. 11.

TECHNICAL SECTION

IV. ANALYSIS: (TECHNICAL SECTION).

A. Chronology. Previous efforts related to the development of inflation indices include Aerospace Price Indexes by H.G. Campbell, RAND Corporation, December 1970 (Reference 1) and two Cost Research Reports: Historical Inflation Indices for Army Aircraft, Cost Analysis Division, Office of the Comptroller, US Army Aviation Systems Command, September 1973 (Reference 4), and Historical Inflation Indices for Army Aircraft, Cost Analysis Division, Office of the Comptroller, US Army Aviation Systems Command, August 1974 (Reference 5).

1. Characteristics of the RAND Report.

a. Specific Producer Prices and Price Indexes (Reference 8) and Employment and Earnings (Reference 2) data have been selected as proxy series for similar commodity and labor categories experienced in the procurement of Army aircraft. Aircraft inflation indices are constructed from a weighted average of these proxy series. The weighting factors for this average are derived from estimates of the relative contribution to the total aircraft cost made by each component (commodity or industry labor group) comprising the index. The index is thus a "cost-weighted" series.

b. A 2 1/2 percent compounded annual rate for growth of overhead ratios is assumed.

c. No adjustment is made for productivity increases.

d. Indices are developed on a Calendar Year basis.

2. Characteristics of the September 1973 Cost Research Report.

a. As with the RAND Report, aircraft inflation indices have been constructed from a weighted average of Producer Prices and Price Indexes and Employment and Earnings data selected as proxy series for their similarity to those commodities and labor categories experienced in the procurement of Army aircraft. Weighting factors are proportional to the relative physical weights or masses, rather than the relative costs (as in the RAND Report), of commodities comprising the "composite material" portion of the index. Thus, the "composite material" portion of the index represents a "weight-weighted" series.

b. Like the RAND Report, a 2½ percent annual growth in the overhead ratio is assumed.

c. No adjustment is made for productivity increases.

d. Indices are developed on a Calendar Year basis.

e. For years for which certain specified Producer Price Indexes were unavailable, data has been projected from adjacent years.

3. Characteristics of the August 1974 Research Report.

a. As before, Producer Prices and Price Indexes and Employment and Earnings data have been selected as proxy series most similar to those commodities and labor categories experienced in the procurement of Army aircraft. The indices have been constructed from a weighted average of these proxy series utilizing the weighting factors used in the September 1973 Cost Research Report. The "composite material" portion of the index represents a "weight-weighted" series.

b. Unlike RAND and the September 1973 Cost Research Report, no adjustment for overhead growth is assumed.

c. No adjustment for productivity increases is assumed.

d. Indices have been extended to FY 1974 by assuming that data for the September 1973 Cost Research Report represented December and hence the Fiscal Year midpoint, rather than the annual average, of each calendar year.

e. For years for which certain specified Producer Price Indexes were unavailable, data has been projected from adjacent years.

B. Data Sources. Data sources for this report are Producer Prices and Price Indexes (reference 8) and Employment and Earnings (reference 2). To insure that the latest revisions were incorporated into the data base, data was obtained from the Bureau of Labor Statistics Information Center, and Annual Supplements to the Producer Prices and Price Indexes. For Employment and Earnings, data for any given month was obtained from the latest available source. Data used in this report are displayed in Appendices D, E, G, and H.

C. Methodology.

1. Overhead and Productivity Adjustments. On the basis of data covering a ten year period, the RAND Report concluded that there exists a secular growth trend of 2 1/2 percent per year in the production overhead rate. The report also concludes that there has been little, if any, improvement in productivity to counteract the observed trend in overhead growth. This conclusion appears to

be unwarranted, particularly in light of productivity gains recorded (as measured by Industrial Production Indices) for similar sectors of industry. Thus, in order not to unduly bias the results of the analysis, this report makes no adjustment for either overhead growth or improvements in productivity.

2. Revision of Weighting Factors. From a number of Cost Information Reports, the following weighting factors were developed and reported in the September 1973 Cost Research Report. For the Airframe:

(.378) Raw Material + (.622) Labor 3723,9 (3728)
= Purchased Equipment

(.582) Purchased Equipment + (.418) Raw Material
= Total Material

(.378) Total Material + (.622) Labor 3721 = Total Airframe

For the Engine:

(.599) Raw Material + (.401) Labor 3723,9 (3728)
= Purchased Equipment

(.295) Purchased Equipment + (.705) Raw Material
= Total Material

(.599) Total Material + (.401) Labor 3722 (3724)
= Total Engines

And for Avionics:

(.315) Material + (.685) Labor 3674,9 (367x) = Total Avionics

In the previously published indices, the weighting factors used to develop the material portion of the indices were made proportional to the relative physical weights of the various commodities used in the construction of the aircraft. The material portion of these indices thus represent a "weight-

weighted" series. In order to be consistent with the intended purposes of an inflation index, the methodology in this program uses index weighting factors proportional to the numerical products obtained from multiplying the relative physical commodity weights by the appropriate base year cost per pound. This yields a "cost-weighted" index giving more weight to such expensive commodities as titanium. Unfortunately, however, price per pound data are not published in Producer Prices and Price Indexes for each of the commodities used in constructing the indices. To overcome this difficulty, the per pound price is estimated from the available data of the most closely related commodities. To minimize the effect from related commodities which have relatively little economic impact, each price per pound estimate has been developed from a weighted average of available data utilizing the Bureau of Labor Statistics 1975 revised relative weights published in the 1975 Annual Supplement to Producer (Formerly Wholesale) Prices and Price Indexes. The available data then constitutes a weighted sample from which a surrogate price per pound is computed for the Producer Price series in question. See Appendix A for the Computations for the Derivation of these Revised Weighting Factors, along with their associated cost contribution per pound.

3. Construction of Indices.

a. Calendar Year 1967 has been taken as the base of these indices because this year represents the approximate midpoint of the period (1958-1981) for which the data supports the develop-

ment of each of the indices, including those which account for avionics. Furthermore, 1967 conforms to the base used by the Bureau of Labor Statistics for Producer Price Indexes.

b. Appendix B contains the current Producer Price Index series, Earnings series, and the associated weighting factors used in the construction of the indices published in this report. Since some of these series have been in existence for only a limited time, other closely related series have been substituted with appropriate mathematical adjustments to insure continuity of the indices. This technique is considered preferable to the synthesis of data by projection from adjacent years. Appendix C depicts the historical flow and identifies the effective dates of series conversions, for the Producer Price Index and Earnings data used in the development of the indices published in this report.

c. The term "aggregate" has been selected to indicate inflation indices applicable to the combined Airframe and Engine (aggregate Air Vehicle Excluding Avionics) and to the combined Airframe, Engine, and Avionics (Aggregate Air Vehicle Including Avionics) to avoid confusion with the term "composite" as in "composite escalation indices". Aggregate indices are based upon a standard 70-20-10 weighting (see Reference 6) of the Airframe, Engine and Avionics Indices respectively. Aggregate indices are intended for the adjustment of historical cost data for which the distribution of costs for the Airframe, Engine, and Avionics components is unavailable.

d. A new section depicting the raw material portion of

the inflation indices is published as Appendix I. It is intended for applications requiring greater accuracy. Appropriate labor indices can be obtained from the Bureau of Labor Statistics Employment and Earnings series (Reference 2) as follows:

<u>Labor Category</u>	<u>1967 SIC Code</u>	<u>1972 SIC Code</u>	<u>Industry</u>
Airframe Contractor	3721	3721	Aircraft
Airframe Subcontractor	3723,9	3728	Other aircraft part & equipment
Engine Contractor	3722	3724	Aircraft engines & engine parts
Engine Subcontractor	3723,9	3728	Other aircraft parts & equipment
Avionics	3674,9	367X	Other electronic components
Aggregate Air Vehicle Excluding Avionics	372	372	Aircraft and parts

e. The basic Computational Methodology is as follows :

(1) For Components: Airframe, Engine, and Avionics.

(a) Calendar Year indices are computed using sum of weighted calendar year labor and material indices.

(b) Fiscal Year indices are computed in a manner similar to Calendar Year, but the yearly fiscal averages are generated from the monthly data.

(c) Quarterly indices are computed by averaging three months data from the monthly data set.

(d) Monthly indices are computed by direct calculation using monthly data. It is a weighted average of monthly figures computed using the same methodology as in computing the Calendar

Year indices.

For additional information, see Appendix B.

(2) Aircraft System Cost

The inflation indices for "Aggregate Vehicle" and "Aggregate Vehicle without Avionics" are produced by combining the three separate indices:

<u>Component</u>	<u>Relative Weight</u>
Airframe Index	70%
Engine Index	20%
Avionics Index	10%
<hr/>	
Aggregate Vehicle	100%

<u>Component</u>	<u>Relative Weight w/o Avionics</u>
Airframe Index	78%
Engine Index	22%
<hr/>	
Aggregate Vehicle without Avionics	100%

b. Reduced form equations are displayed in Appendix B, page B-3.

$$\begin{array}{l} (.7) \div (.2 + .7) = .78 \\ (.2) \div (.2 + .7) = .22 \\ \hline 1.00 \end{array}$$

V. DESCRIPTION OF COMPUTER PROGRAM AND ASSOCIATED APPENDICES.

The Historical Inflation Program is a computer program used to generate historical inflation indices for Army aircraft and their major subsystems. Appendices D and G contain the annual data used by the program, while the monthly data, commencing July 1967, are in Appendices E and H. Producer Price Index and Earnings data in these Appendices have been arrayed into columns with the same numerical code sequence used in Appendix B. Historical inflation indices and factors are published in Appendix F. Fiscal Year, quarterly, and monthly indices have been developed from the appropriate monthly data. A section containing the raw material portion only of these indices is published as Appendix I. The labor portion of these indices may be obtained by applying the methodology described on page B-2, bottom of page, to the data contained in Appendices D and E.

VI. SENSITIVITY ANALYSIS

Many considerations are important when constructing Historical Indices for tracking purposes. These certainly include the following:

- a. The nature of the items chosen to comprise the index.
 - (1) How typical or representative the items are.
 - (2) How closely the proxy items approximate the actual items, if indices for the actual items are not obtainable.
 - (3) The number of items used, and the detail in the analysis which produced the indices.
- b. The determination of the percent contribution to cost - "Cost Drivers".
- c. The weighting factors employed in the overall analysis.

A difficult problem confronting cost analysts, who must determine the validity of an historical index for tracking purposes, relates to aggregate labor/material weighting factors. In tracking major weapons systems, the ratio is often stated as say 40/60 - that is 40 percent material and 60 percent labor - as percent contributions to cost. Because it is difficult for analysts to determine the "correct" aggregate mix of labor and material, being external to the project, the aggregate split is certainly of interest.

The value for any index depends on three factors:

- a. The number of factors employed, and the quality and depth of the analysis.
- b. The values for each component of cost used in the construction of the index.
- c. The weights, or levels of importance, given to the factors, individually and collectively.

The objective of this sensitivity analysis is to shed some light on the way in which the aggregate labor/material split affects the index, which has been a controversial issue for some time. Using a set of recursive linear equations, the effect on the historical inflation index, for airframe resulting from varying the aggregate weighting scheme was calculated, in both raw and percentage terms. The calculations were made using a Wang system 2200 minicomputer, and a sample printout follows. The results provide evidence that the key to a successful index resides in item (1), the number of factors employed, and the quality and detail in the analysis used in preparing the index. Because wages are often tied to the Producer Price Index, or other price indices, in labor agreements, it is not surprising that aggregate weighting percentages for labor and material might not be an extremely sensitive issue. However, the calculations provide strong support

for the position that the identification of cost components and the depth and quality of detail in an analysis are of paramount importance, when developing an index to be used in controlling the cost of a major weapon system.

***** S E N S I T I V I T Y A N A L Y S I S *****

(SENSITIVITY OF AIRFRAME INDEX TO CHANGES IN GROSS WEIGHTING FACTORS)

EXAMPLE USING CALENDAR YEAR 1978

*** DATA ***

GROSS MATL	GROSS LABOR	PURE MATL	PURE LABOR	NEW INDX	CURR INDX	PERCENT CHANGE
175	6220	2411	7588	2.1471	2.1470	0.00
200	.8000	1068	.8931	2.1659	2.1470	0.88
250	.7500	1408	.8591	2.1611	2.1470	0.66
300	.7000	1777	.8222	2.1559	2.1470	0.41
350	.6500	.2175	.7824	2.1504	2.1470	0.15
.400	.6000	.2603	.7396	2.1444	2.1470	- 0.12
450	5500	.3059	.6940	2.1380	2.1470	- 0.41
500	.5000	.3545	.6455	2.1312	2.1470	- 0.73
.550	4500	.4059	.5940	2.1239	2.1470	- 1.07
600	.4000	4603	.5396	2.1163	2.1470	- 1.42
650	3500	.5175	.4824	2.1083	2.1470	- 1.80
700	3000	.5777	.4222	2.0998	2.1470	- 2.19
750	.2500	6408	.3591	2.0910	2.1470	- 2.60
.800	.2000	.7068	.2931	2.0817	2.1470	- 3.03

SIC 3721 - 7.700 SIC 3723.9 - 6.920 NEW MAT IND = 4920

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2. Employment and Earnings. Washington, DC: US Department of Labor, Bureau of Labor Statistics
3. Field Manual 101-20, Army Aviation Planning Manual, Washington D.C.: Headquarters, Dept of the Army, January 1979.
4. Historical Inflation Indices for Army Aircraft. St. Louis, MO: US Army Aviation Systems Command, Office of the Comptroller, Cost Analysis Division, September 1973.
5. Historical Inflation Indices for Army Aircraft. St. Louis, MO: US Army Aviation Systems Command, Office of the Comptroller, Cost Analysis Division, August 1974.
6. Letter, subject: Historical Cost Inflation Indices for Army Hardware and R&D Costs. Washington, DC: US Army Materiel Command, 26 October 1972
7. Memorandum, subject: Material Composition Analysis of US Army Helicopters. St. Louis, MO: US Army Aviation Systems Command, Office of the Comptroller, Cost Analysis Division, 31 July 1973.
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New York, NY: McGraw-Hill Book Company, 1969.
2. International Financial Statistics. Washington, DC:
International Monetary Fund, Monthly.
3. Letter, subject: Inflation Guidance. Alexandria, VA:
U.S. Army Materiel Development & Readiness Command,
Office of the Comptroller, Cost Analysis Division,
22 Feb 1982.
4. Measuring Price Changes of Military Expenditures.
Washington, DC: US Department of Commerce, Bureau
of Economic Analysis, June 1975.

APPENDIX A
COMPUTATIONS FOR THE DERIVATION
OF REVISED WEIGHTING FACTORS
FOR THE HISTORICAL INFLATION PROGRAM

COMPUTATIONS FOR THE DERIVATION OF
REVISED WEIGHTING FACTORS
FOR THE HISTORICAL INFLATION PROGRAM

<u>PPI CODE</u>	<u>Commodity¹</u>	<u>1967 Price Per Pound</u>	<u>Weight²</u>	<u>Product³</u>	<u>Weighted⁴ 1967 Price Per Pound</u>
07	<u>RUBBER AND PLASTIC PRODUCTS</u>				.2376
07 11 01 01	Latex	.2642	.006	.001585	
02	No. 1 Ribbed Smoked Sheets	.1992	.009	.001793	
03	No. 2 Ribbed Smoked Sheets	.1951	.021	.004097	
04	No. 3 Amber Blanket	.1820	.021	.003822	
02 11	Butyl, Regular	.25	.012	.003	
12	Neoprene, GN Type	.41	.020	.008199	
13	Styrene Butadiene, Hot	.2224	.021	.004671	
15	Polybutadiene, Non-Staining	.2476	.009	.002228	
03 21	Whole Tire Reclaim	.113	.003	.001017	
			.128	.030412	
10 13 02 52	<u>SHEETS, C.R., CARBON</u>	.0737			.0737
10 13 02 64	<u>SHEETS, C.R., STAINLESS</u>	.5531			.5531
10 15 01 41	<u>STEEL CASTINGS *</u>				
10 15 01 53	<u>CLOSED DIE FORGINGS **</u>				
10 15 01 11	Ingot Molds	.0497			.0497
10 22 01 11	<u>LEAD, PIG, COMMON</u>	.14			.14
10 22 01 51	<u>MAGNESIUM, PIG INGOT</u>	.3595			.3595
10 25 01 01	<u>ALUMINUM SHEET</u>	.4185			.4185

* 10 15 06 21 High Alloy Inv. Castings, after June 1981.

** 10 15 11 51 Closed Die Forgings, C.S., after June 1981.

<u>PPI CODE</u>	<u>Commodity</u> ¹	<u>1967 Price</u> <u>Per Pound</u>	<u>Weight</u> ²	<u>Product</u> ³	<u>Weighted</u> ⁴ <u>1967 Price</u> <u>Per Pound</u>
10 25 01 13	<u>ROD, SCREW, MACHINE STOCK</u>	.6315			.6315
10 25 01 17	<u>EXTRUSION, SOLID CIRCLE SIZE 4 TO 5</u>				
10 25 01 13	Rod, Screw, Machine Stock	.6315			.6315
10 25 02	<u>COPPER AND BRASS MILL SHAPES</u>				.6216
31	Cartridge Brass Strip, 70-30 Alloy	.6033	.121	.073	
32	Yellow Brass Rod (62-35-3 Alloy)	.4602	.082	.03774	
33	Yellow Brass Tube (70-30 Alloy)	.7841	.048	.03764	
55	Copper Sheet or Strip	.6924	.108	.07478	
			.359	.22316	
10 25 04 63	<u>MONEL SHEET, CR 400 ALLOY</u>	1.3752			1.3752
10 25 05	<u>TITANIUM MILL SHAPES</u> ⁵				5.2926
25	Titanium Bar, Ground, 6AL-AV	5.2926			

NOTES: 1. Capitalized and Underlined Commodity Titles indicate PPI Series actually used in the Historical Inflation Program.

2. Weight is Bureau of Labor Statistics Revised Relative Weight for the Wholesale Price Index. Source: 1975 Annual Supplement to Producer Prices and Price Indexes.

3. Product = (1967 Price Per Pound) x (Weight).

4. Weighted 1967 Price Per Pound = $\frac{\text{Product}}{\text{Weight}}$

NOTES (Continued):

5. 1967 Titanium Bar Price Per Pound computed by utilizing Titanium Sponge index as surrogate for 1967 - Dec 1970. Titanium Mill Shapes index established December 1970. Titanium Sponge index for December 1970 is 95.5.

Figures may not sum due to rounding.

COMPUTATIONS FOR THE DERIVATION OF
REVISED WEIGHTING FACTORS
FOR THE HISTORICAL INFLATION PROGRAM

PPI Code	Commodity	contrib. to weight Airframe	contrib. to weight Engine	1967 COST Per Pound	contr. to cost per lb. Airframe	contr. to cost per lb. Engine	contr. to cost Weighting factors	contr. to cost Weighting factors
37	Rubber and Plastic Products	.17	.012	.2376	.04039	.00285	.0211	.0023
10 13 02 52	Sheets, C.R. Carbon	.055	.584	.0737	.00405	.32301	.0021	.2625
10 13 02 64	Sheets, C.R., Stainless	.22	.146	.5531	.01093	.00725	.0057	.0059
10 15 01 41	Steel Castings	.01	.077	.0497	.0014	.0062	.0007	.0225
10 15 01 53	Closed Die Forgings	.033	.021	.14	.01186	.00879	.0062	.0071
10 22 01 11	Lead, Pig, Common	.256	.004	.3595	.02715	.00253	.0142	.0021
10 22 01 51	Magnesium, Pig Ingot	.043	.01	.4185	.08083	.00632	.0422	.0051
10 25 01 01	Aluminum Sheet	.128	.005	.6315	.03046	.00311	.0159	.0025
10 25 01 13	Rod, Screw, Machine Stock	.049	.122	.6216	.01513	.16777	.0079	.1364
10 25 01 17	Extrusion, Solid Circle Size 4 to 5	.011	.019	.13752	.13231	.10056	.0691	.0817
10 25 02	Copper and Brass Mill Shapes	.025	1.000	5.2926	.46167	.64986	.2411	.5281
10 25 04 63	Monel Sheet, CR 400 Alloy							
10 25 05	Titanium Mill Shapes							

NOTE:

Revised Weighting Factors Proportional to Cost Contribution Per Pound.

Previous Weighting Factors expressed as a proportion of "Composite Material" index.

Revised Weighting Factors expressed as a proportion of the total index.

Previous Technical Report (TR 76-1) omitted nickel component (represented by Monel Sheet) from Engine index.

COMPUTATIONAL
FORMULA

$$\left[\begin{array}{c} \text{CONTRIBUTION TO WEIGHT :} \\ \text{PREVIOUS WEIGHTING FACTORS} \end{array} \right] \times \left[\begin{array}{c} \text{1967 COST} \\ \text{PER LB.} \end{array} \right] \times \left[\begin{array}{c} \text{ADJUSTMENT FACTOR} \\ \text{FOR} \\ \text{(RELATIVE IMPORTANCE} \\ \text{OF MATERIAL (RAW)} \\ \text{IN OVERALL INDEX)} \end{array} \right] = \begin{array}{c} \text{AIRFRAME \& ENGINE} \\ \text{WEIGHTING FACTORS} \end{array}$$

APPENDIX B
WHOLESALE PRICE INDEXES AND EARNINGS SERIES
USED IN
HISTORICAL INFLATION PROGRAM
WITH REVISED WEIGHTING FACTORS

PRODUCER PRICE INDEXES AND EARNINGS SERIES
USED IN HISTORICAL INFLATION PROGRAM AND
REVISED WEIGHTING FACTORS

<u>Var</u>	<u>PPI Code</u>	<u>Commodity</u>	<u>Airframe</u>	<u>Engine</u>	<u>Avionics</u>	<u>Remarks</u>
(1)	07	Rubber and Plastic Products	.0211	.0023		
(2)	10 13 02 62	Sheets, C.R., Carbon	.0021			
(3)	10 13 02 64	Sheets, C.R., Stainless		.2625		
(4)	10 15 01 41 (0621)	Steel Castings	.0057			
(5)	10 15 01 53 (1151)	Closed Die Forgings		.0059		
(6)	10 22 01 11	Lead, Pig, Common	.0007			
(7)	10 22 01 51	Magnesium, Pig Ingot	.0062	.0225		
(8)	10 25 01 01	Aluminum Sheet	.0560	.0071		
(9)	10 25 01 13	Rod, Screw, Machine Stock	.0142	.0021		
(10)	10 25 01 17	Extrusion, Solid Circle Size 4 to 5	.0422	.0051		
(11)	10 25 02	Copper and Brass Mill Shapes	.0159	.0025		
(12)	10 25 04 63	Monel Sheet, CR 400 Alloy **	.0079	.1364		
(13)	10 25 05	Titanium Mill Shapes	.0691	.0817		
(14)	11 78	Electronic Components			.3150	
	<u>SIC Code</u>	<u>Industry</u>				
(15)	3674,9 (367X)	Other Electronic Components			.6850	
(16)	3721	Aircraft	.6220			
(17)	3722 (3724)	Aircraft Engines and Engine Parts		.4010		
(18)	3723,9 (3728)	Other Aircraft Parts and Equipment	.1369	.0709		
			1.0000	1.0000	1.0000	

COMPUTATIONAL FORMULAS : Labor Cost Indexes

The data concerning cost of labor services is supplied by the Bureau of Labor Statistics, as hourly wage rates by Standard Industry Codes, and is reported on a regular basis in Employment and Earnings. Because the material indices are percentages, and wages are expressed in dollars/hour, labor cost must be converted to a percentage (index) before calculations can be made. The dollar to percentage conversions for the labor categories are

made as follows:

	<u>SIC Code</u>	<u>Industry</u>	<u>1967</u> <u>Hr. Wage</u>	
(15)	3674,9 *(367X)	Other Electronic Components	Current Hr. Wage	\div 2.34 X 100% = INDEX
(16)	3721	Aircraft Production Workers	Current Hr. Wage	\div 3.49 X 100% = INDEX
(17)	3722 *(3724)	Aircraft Engines and Engine Parts.	Current Hr. Wage	\div 3.42 X 100% = INDEX
(18)	3723,9 *(3728)	Other Aircraft Parts and Equipment.	Current Hr. Wage	\div 3.35 X 100% = INDEX

* After Cy 78, Bracketed Code Replaces Code Directly Above It.

REDUCED FORM EQUATION

$$\begin{aligned} \text{Airframe} = & .0211 (V-1) + .0021 (V-2) + .0057 (V-4) + .0007 (V-6) \\ & + .0062 (V-7) + .056 (V-8) + .0142 (V-9) + .0422 (V-10) \\ & + .0159 (V-11) + .0079 (V-12) + .0660 (V-13) + .622 (V-16) (100/3.49) \\ & + .1369 (V-18) (100/3.35) \end{aligned}$$

$$\begin{aligned} \text{Engine} = & .0023 (V-1) + .2625 (V-3) + .0059 (V-5) + .0225 (V-7) \\ & + .0071 (V-8) + .0021 (V-9) + .0051 (V-10) + .0025 (V-11) \\ & + .1364 (V-12) + .0817 (V-13) + .401 (V-17) (100/3.42) \\ & + .0709 (V-18) (100/3.35) \end{aligned}$$

$$\text{Avionics} = .3150 (V-14) + .6850 (V-15) (100/2.34)$$

Variables (V-1) thru (V-18)
are defined on page B-2

DATA/DEVELOPMENT

- (1) Calendar Year Data - As given on printout.
- (2) Monthly Data - As specified on printout.
- (3) Quarterly Data - Development from Monthly.

$$\text{Quarterly} = [(Month_{T-1}) + (Month_T) + (Month_{T+1})] / 3$$
- (4) Fiscal Year Data - Developed using appropriate quarterly data.

$$\text{Fiscal Year Average} = \frac{Q_1 + Q_2 + Q_3 + Q_4}{4}$$

(Quarters of Fiscal Year)

Variables specified on preceding chart.

APPENDIX C

HISTORICAL FLOW OF WHOLESALE PRICE INDEXES AND
EARNINGS SERIES USED IN HISTORICAL INFLATION
PROGRAM WITH REVISED WEIGHTING FACTORS

**Historical Flow of Producer Price Indexes
and Earnings Series Used in Historical
Inflation Program**

Index	Calendar Year	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	PPI Code
Rubber and Plastic Products																																					07
Metals and Metal Products																																					10
Steel Sheets																																					10 13 02 62
Stainless Steel Sheets																																					10 13 02 64
Steel Castings																																					10 15 01 41(0621)
Alloy Steel Forgings																																					10 15 01 53(1151)
Lead																																					10 22 01 11
Magnesium Ingot																																					10 22 01 51
Titanium Sponge																																					10 22 01 56
Aluminum Shapes																																					10 25 01 01
Aluminum Sheet																																					10 25 01 13
Aluminum Rod																																					10 25 01 17
Aluminum Extrusion																																					10 25 02
Copper and Brass Mill Shapes																																					10 25 04 63
Nickel Sheet																																					10 25 05
Titanium Mill Sheets																																					11
Machinery and Equipment																																					11 7
Electrical Machinery and Equipment																																					11 7a
Electronic Components																																					
Electronic Components																																					3674,9 (367X1)
Aircraft and Parts																																					372
Aircraft																																					3721
Aircraft Engines																																					3722
Other Aircraft																																					3723,9 (3728)

APPENDIX D

ANNUAL DATA FOR THE HISTORICAL INFLATION PROGRAM FOR U. S.
ARMY ROTARY WING AIRCRAFT

171
90
81

.....
CALENDAR YEAR DATA
.....
P R E - 1 9 5 8
.....

CY	PPI-97	PPI-10	PPI-11
	-----	-----	-----
1947	70.50	64.90	1.372
1948	72.80	62.50	1.427
1949	70.50	63.00	1.567
1950	85.90	66.10	1.637
1951	105.40	71.50	1.757
1952	95.50	73.90	1.850
1953	89.10	76.30	1.890
1954	90.40	76.90	2.070
1955	102.40	82.10	2.160
1956	103.80	89.20	2.270
1957	103.40	91.00	2.350

APPENDIX E

MONTHLY DATA FOR THE HISTORICAL INFLATION PROGRAM :

WILLY T. A.

[illegible]

M 3 N I H L Y - E A I A

CY/NO	MATERIALS										LABOR									
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		
007X	130264	130265	130266	130267	130268	130269	130270	130271	130272	130273	130274	130275	130276	130277	130278	130279	130280	130281		
PURCH	CR	STL	STL	STL	STL	STL	STL	STL	STL	STL	STL	STL	STL	STL	STL	STL	STL	STL		
152.30	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00		
154.10	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00		
155.50	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00		
156.70	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00		
157.10	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00	157.00		
157.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10		
159.30	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10		
161.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10		
163.90	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10		
164.60	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10		
164.80	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10	209.10		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40		
164.80	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222.40	222						

U N I T Y D A T A

[illegible]

APPENDIX F

HISTORICAL INFLATION INDICES :

HISTORICAL INFLATION PRE-1953 INDICES

AGGREGATE AIR VEHICLE EXCLUDING AVIONICS

INDEX	FACTOR
CY67=	FY61=
100.0	1.0000
---	---
43.1	5.9119
54.2	5.4139
58.9	5.2655
58.9	4.3552
44.9	4.5271
67.0	4.1351
50.2	4.2193
71.6	4.0398
75.6	3.8465
70.4	3.5521
52.7	3.3517

ENGINE PRODUCTION

INDEX	FACTOR
CY67=	FY61=
100.0	1.0000
---	---
55.2	5.2791
61.9	4.7192
53.1	4.6164
55.4	4.3294
73.1	3.6735
74.9	3.5904
77.3	3.7432
79.1	3.6725
84.0	3.4574
92.2	3.2294
92.3	3.1198

AIRFRAME PRODUCTION

INDEX	FACTOR
CY67=	FY61=
100.0	1.0000
---	---
47.3	6.2188
52.1	5.5502
53.6	5.4705
56.5	5.1055
62.4	4.7112
64.7	4.5557
67.5	4.3630
69.4	4.2234
73.1	4.0231
77.6	3.7924
79.5	3.6046

47
48
49
50
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56
57

HISTORICAL INFLATION CALENDAR YEAR INDICES

AIRFRAME PRODUCTION				ENGINE PRODUCTION				AVIONICS PRODUCTION				AGGREGATE AIR VEHICLE EXCLUDING AVIONICS				AGGREGATE AIR VEHICLE INCLUDING AVIONICS			
INDEX	FACTOR	INDEX	FACTOR	INDEX	FACTOR	INDEX	FACTOR	INDEX	FACTOR	INDEX	FACTOR	INDEX	FACTOR	INDEX	FACTOR	INDEX	FACTOR	INDEX	FACTOR
CY67=	FY61=	CY67=	FY61=	CY67=	FY61=	CY67=	FY61=	CY67=	FY61=	CY67=	FY61=	CY67=	FY61=	CY67=	FY61=	CY67=	FY61=	CY67=	FY61=
100.0	1.0000	100.0	1.0000	100.0	1.0000	100.0	1.0000	100.0	1.0000	100.0	1.0000	100.0	1.0000	100.0	1.0000	100.0	1.0000	100.0	1.0000
82.4	1.5700	94.2	3.0935	81.5	2.9739	85.0	3.4327	85.0	3.4327	84.7	3.4327	84.7	3.4327	84.7	3.4327	84.7	3.4327	84.7	3.4327
83.1	1.5335	92.6	3.1447	83.2	2.9155	85.1	3.4399	85.1	3.4399	85.1	3.4399	85.1	3.4399	85.1	3.4399	85.1	3.4399	85.1	3.4399
85.3	1.4510	93.5	3.0496	85.4	2.8396	87.3	3.3537	87.3	3.3537	87.3	3.3537	87.3	3.3537	87.3	3.3537	87.3	3.3537	87.3	3.3537
85.9	1.4230	95.6	3.0455	87.4	2.7730	88.1	3.3200	88.1	3.3200	88.1	3.3200	88.1	3.3200	88.1	3.3200	88.1	3.3200	88.1	3.3200
87.1	1.3774	95.9	3.0386	88.1	2.7511	89.0	3.2964	89.0	3.2964	89.0	3.2964	89.0	3.2964	89.0	3.2964	89.0	3.2964	89.0	3.2964
88.0	1.3428	94.4	3.0857	89.0	2.7246	89.4	3.2825	89.4	3.2825	89.4	3.2825	89.4	3.2825	89.4	3.2825	89.4	3.2825	89.4	3.2825
89.2	1.2957	92.3	3.1555	91.1	2.6602	90.9	3.2668	90.9	3.2668	90.9	3.2668	90.9	3.2668	90.9	3.2668	90.9	3.2668	90.9	3.2668
92.3	1.1876	92.7	3.1418	92.6	2.6182	92.4	3.1774	92.4	3.1774	92.4	3.1774	92.4	3.1774	92.4	3.1774	92.4	3.1774	92.4	3.1774
95.5	1.0506	95.5	3.0505	95.5	2.5395	96.2	3.0504	96.2	3.0504	96.2	3.0504	96.2	3.0504	96.2	3.0504	96.2	3.0504	96.2	3.0504
100.0	2.5430	100.5	2.9130	100.0	2.4245	100.0	2.9364	100.0	2.9364	100.0	2.9364	100.0	2.9364	100.0	2.9364	100.0	2.9364	100.0	2.9364
103.8	2.8352	104.6	2.7849	104.1	2.5281	104.0	2.8239	104.0	2.8239	104.0	2.8239	104.0	2.8239	104.0	2.8239	104.0	2.8239	104.0	2.8239
110.4	2.6653	111.1	2.6209	103.1	2.4223	110.5	2.6561	110.5	2.6561	110.5	2.6561	110.5	2.6561	110.5	2.6561	110.5	2.6561	110.5	2.6561
116.5	2.5124	121.8	2.3914	113.2	2.1419	117.5	2.4892	117.5	2.4892	117.5	2.4892	117.5	2.4892	117.5	2.4892	117.5	2.4892	117.5	2.4892
120.9	2.4353	127.6	2.2633	117.4	2.0644	122.5	2.4000	122.5	2.4000	122.5	2.4000	122.5	2.4000	122.5	2.4000	122.5	2.4000	122.5	2.4000
126.9	2.2829	130.7	2.2282	121.0	2.0041	129.3	2.2706	129.3	2.2706	129.3	2.2706	129.3	2.2706	129.3	2.2706	129.3	2.2706	129.3	2.2706
137.7	2.1365	135.3	2.1537	125.4	1.9336	137.2	2.1403	137.2	2.1403	137.2	2.1403	137.2	2.1403	137.2	2.1403	137.2	2.1403	137.2	2.1403
154.0	1.9112	157.2	1.8533	134.3	1.8049	154.7	1.8982	154.7	1.8982	154.7	1.8982	154.7	1.8982	154.7	1.8982	154.7	1.8982	154.7	1.8982
172.0	1.7110	178.1	1.6354	145.2	1.6588	170.6	1.6938	170.6	1.6938	170.6	1.6938	170.6	1.6938	170.6	1.6938	170.6	1.6938	170.6	1.6938
184.6	1.5944	189.9	1.5343	152.7	1.5878	185.8	1.5807	185.8	1.5807	185.8	1.5807	185.8	1.5807	185.8	1.5807	185.8	1.5807	185.8	1.5807
197.8	1.4876	207.7	1.4323	164.4	1.4748	200.0	1.4679	200.0	1.4679	200.0	1.4679	200.0	1.4679	200.0	1.4679	200.0	1.4679	200.0	1.4679
214.8	1.3702	219.4	1.3279	183.4	1.3219	215.8	1.3605	215.8	1.3605	215.8	1.3605	215.8	1.3605	215.8	1.3605	215.8	1.3605	215.8	1.3605
237.6	1.2385	246.0	1.1840	199.7	1.2142	239.5	1.2261	239.5	1.2261	239.5	1.2261	239.5	1.2261	239.5	1.2261	239.5	1.2261	239.5	1.2261
270.5	1.0861	277.3	1.0505	226.6	1.0698	272.0	1.0796	272.0	1.0796	272.0	1.0796	272.0	1.0796	272.0	1.0796	272.0	1.0796	272.0	1.0796

AGGREGATE AIR VEHICLE AGGREGATE AIR VEHICLE
EXCLUDING AVIONICS INCLUDING AVIONICS

	CY	FY	INDEX CY67=	FACTOR FY61=	INDEX CY67=	FACTOR FY61=	INDEX CY67=	FACTOR FY61=	INDEX CY67=	FACTOR FY61=
JUL 67	57	56	99.4	2.4294	100.0	2.4119	99.3	2.4553	99.4	2.4913
AUG 67	67	66	100.0	2.5147	100.0	2.4197	100.0	2.4236	100.0	2.4772
SEP 67	67	66	100.0	2.5217	100.0	2.4212	100.0	2.4918	100.0	2.4653
OCT 67	67	68	101.1	2.4325	100.0	2.4473	101.4	2.4970	101.3	2.4484
NOV 67	67	68	102.1	2.4483	100.0	2.4322	102.1	2.4758	102.1	2.4829
DEC 67	67	68	103.2	2.4631	102.0	2.4725	102.9	2.4854	102.1	2.4858
JAN 68	68	68	103.5	2.4151	102.0	2.4544	102.7	2.4850	102.7	2.4896
FEB 68	68	68	103.5	2.4044	102.0	2.4544	102.0	2.4554	102.0	2.4804
MAR 68	68	68	103.5	2.4066	102.0	2.4486	102.0	2.4854	102.0	2.4822
APR 68	68	68	103.0	2.4291	102.7	2.4395	102.1	2.4874	102.2	2.4822
MAY 68	68	68	104.1	2.4791	103.6	2.4392	102.8	2.4857	102.6	2.4855
JUN 68	68	68	104.4	2.4789	104.1	2.4288	103.1	2.4846	103.2	2.4794
JUL 68	68	69	104.5	2.4785	104.1	2.4395	103.2	2.4845	103.2	2.4794
AUG 68	68	69	105.2	2.4798	104.7	2.4365	104.1	2.4815	104.2	2.4789
SEP 68	68	69	105.3	2.4763	105.0	2.4310	104.9	2.4797	104.9	2.4750
OCT 68	68	69	105.6	2.4756	105.2	2.4305	105.4	2.4760	106.3	2.4715
NOV 68	68	69	105.8	2.4751	105.9	2.4302	105.7	2.4751	106.5	2.4705
DEC 68	68	69	107.1	2.4715	106.2	2.4289	107.3	2.4736	107.2	2.4692
JAN 69	69	69	108.1	2.4693	106.1	2.4285	107.6	2.4728	107.5	2.4651
FEB 69	69	69	108.2	2.4692	107.4	2.4278	108.8	2.4697	108.6	2.4651
MAR 69	69	69	108.9	2.4697	107.2	2.4257	108.7	2.4708	108.6	2.4657
APR 69	69	69	109.4	2.4681	106.9	2.4275	109.1	2.4692	108.9	2.4650
MAY 69	69	69	109.0	2.4675	107.5	2.4291	109.2	2.4692	109.1	2.4657
JUN 69	69	69	110.2	2.4641	108.1	2.4290	109.6	2.4680	109.4	2.4637
JUL 69	69	70	110.6	2.4634	108.4	2.4376	109.6	2.4673	109.5	2.4636
AUG 69	69	70	110.9	2.4628	108.7	2.4369	110.0	2.4642	110.4	2.4637
SEP 69	69	70	110.9	2.4628	109.5	2.4351	110.5	2.4657	110.4	2.4613
OCT 69	69	70	115.5	2.4520	109.2	2.4198	113.0	2.4598	112.6	2.4515
NOV 69	69	70	115.4	2.4521	109.6	2.4219	114.1	2.4573	113.7	2.4583
DEC 69	69	70	119.4	2.4387	110.0	2.4192	115.7	2.4538	115.1	2.4508
JAN 70	70	70	120.4	2.4302	111.0	2.4186	116.2	2.4528	115.6	2.4491
FEB 70	70	70	120.4	2.4194	110.9	2.4183	116.2	2.4523	115.7	2.4496
MAR 70	70	70	120.7	2.4139	111.5	2.4178	116.3	2.4524	115.8	2.4491
APR 70	70	70	120.7	2.4142	111.9	2.4167	116.6	2.4519	116.1	2.4484
MAY 70	70	70	121.1	2.4054	112.5	2.4156	116.5	2.4511	116.5	2.4470
JUN 70	70	70	121.1	2.4054	113.0	2.4156	117.1	2.4507	116.8	2.4470
JUL 70	71	71	121.8	2.4015	114.1	2.4142	117.0	2.4501	117.0	2.4470
AUG 70	71	71	122.2	2.3934	114.4	2.4119	118.9	2.4494	118.3	2.4437
SEP 70	71	71	122.4	2.3796	114.8	2.4116	119.6	2.4454	118.5	2.4421
OCT 70	71	71	122.5	2.3695	115.1	2.4062	119.8	2.4502	119.0	2.4417
NOV 70	71	71	123.6	2.3567	115.8	2.4033	120.5	2.4261	120.5	2.3941
DEC 70	71	71	124.9	2.3322	116.7	2.4076	121.3	2.4203	120.9	2.3872
JAN 71	71	71	124.7	2.3342	117.3	2.4073	121.0	2.4274	120.6	2.3924
FEB 71	71	71	124.7	2.3342	117.3	2.4073	120.9	2.4274	120.5	2.3953
MAR 71	71	71	125.1	2.3342	117.6	2.4062	121.1	2.4248	120.7	2.3895
APR 71	71	71	125.8	2.3155	117.7	2.4065	121.3	2.4211	120.9	2.3860
MAY 71	71	71	126.4	2.2985	117.6	2.4056	122.3	2.4001	121.9	2.3670
JUN 71	71	71	126.5	2.2673	119.0	2.4059	122.4	2.3987	122.0	2.3560

JUL	71	120.0	2.44	124.7	2.2627	116.7	2.0554	122.4	2.3990	122.0	2.3658
AUG	71	121.2	2.45	124.8	2.2632	118.7	2.0549	122.4	2.3997	122.4	2.3574
SEP	71	121.6	2.42	128.8	2.2623	118.2	2.0520	123.2	2.3834	122.7	2.3515
OCT	71	122.1	2.41	129.2	2.2547	117.6	2.0735	123.5	2.3748	123.7	2.3461
NOV	71	122.7	2.39	129.5	2.2492	117.7	2.0686	124.2	2.3640	123.5	2.3359
DEC	71	123.2	2.43	130.4	2.2411	118.3	2.0435	124.4	2.3525	124.2	2.3236
JAN	72	122.6	2.43	130.1	2.2384	114.5	2.0350	124.1	2.3350	123.7	2.3315
FEB	72	125.4	2.34	131.0	2.2341	119.3	2.0316	126.8	2.3157	126.1	2.2891
MAR	72	126.6	2.32	131.5	2.2214	120.1	2.0187	127.5	2.2965	127.1	2.2733
APR	72	128.2	2.28	131.7	2.2113	119.7	2.0247	129.4	2.2827	128.3	2.2454
MAY	72	128.6	2.28	132.5	2.1979	120.5	2.0107	129.5	2.2677	128.4	2.2436
JUN	72	127.5	2.25	127.4	2.2174	121.1	2.0115	128.3	2.2853	127.3	2.2554
JUL	72	127.1	2.25	127.1	2.2151	121.4	1.9951	127.4	2.2695	126.2	2.2754
AUG	72	127.2	2.27	122.4	2.2352	121.4	1.9977	129.4	2.2695	128.4	2.2432
SEP	72	130.2	2.26	129.6	2.2273	122.1	1.9654	129.5	2.2603	129.1	2.2347
OCT	72	131.0	2.24	125.3	2.2232	122.1	1.9859	130.6	2.2490	129.6	2.2233
NOV	72	131.5	2.20	127.7	2.2252	121.6	1.9907	132.7	2.2128	131.6	2.1923
DEC	72	134.5	2.18	131.6	2.2144	123.2	1.9712	134.1	2.1891	133.7	2.1589
JAN	73	134.1	2.19	130.6	2.2244	123.1	1.9697	133.4	2.2019	132.3	2.1833
FEB	73	134.9	2.18	130.9	2.2355	122.5	1.9744	134.0	2.1913	132.5	2.1712
MAR	73	135.1	2.17	132.4	2.2176	123.4	1.9655	134.7	2.1798	133.6	2.1599
APR	73	135.3	2.17	132.7	2.1948	124.1	1.9538	134.7	2.1797	133.7	2.1587
MAY	73	136.3	2.15	134.2	2.1701	124.2	1.9518	135.5	2.1621	134.7	2.1427
JUN	73	136.4	2.15	135.2	2.1539	124.5	1.9457	136.2	2.1562	135.0	2.1369
JUL	73	136.2	2.16	136.3	2.1378	125.2	1.9371	136.1	2.1552	135.1	2.1350
AUG	73	136.5	2.14	136.5	2.1261	126.5	1.9147	138.6	2.1181	137.4	2.0994
SEP	73	139.1	2.11	137.3	2.1116	127.9	1.8958	140.9	2.0938	138.9	2.0765
OCT	73	141.1	2.07	138.0	2.0877	129.0	1.8792	142.9	2.0548	141.5	2.0338
NOV	73	143.5	2.05	140.9	2.0747	128.9	1.8811	143.5	2.0444	142.2	2.0235
DEC	73	144.5	2.03	140.4	2.0604	129.5	1.8717	144.9	2.0265	143.4	2.0126
JAN	74	145.5	2.01	141.4	2.0504	130.4	1.8597	146.5	2.0044	144.9	1.9914
FEB	74	147.2	1.98	143.9	2.0336	131.0	1.8506	147.2	1.9946	145.6	1.9816
MAR	74	148.0	1.96	144.6	2.0147	132.3	1.8326	151.2	1.9328	150.0	1.9240
APR	74	151.3	1.94	154.1	1.8702	134.3	1.8053	151.4	1.9159	151.4	1.9061
MAY	74	152.3	1.92	156.8	1.8582	135.4	1.7903	153.7	1.8861	153.7	1.8777
JUN	74	154.4	1.90	160.7	1.8201	135.4	1.7903	155.7	1.8661	156.9	1.8587
JUL	74	157.2	1.87	164.1	1.7535	135.4	1.7903	159.2	1.8433	158.0	1.8261
AUG	74	158.4	1.85	167.0	1.7444	137.3	1.7642	160.3	1.8317	158.0	1.8261
SEP	74	158.4	1.85	167.0	1.7444	137.3	1.7642	160.3	1.8317	158.0	1.8261
OCT	74	161.2	1.82	168.5	1.7279	137.6	1.7622	162.9	1.8025	160.4	1.7990
NOV	74	162.7	1.80	169.2	1.7203	139.3	1.7338	164.2	1.7886	161.7	1.7836
DEC	74	163.5	1.80	171.8	1.6960	141.9	1.7080	165.3	1.7761	163.0	1.7702
JAN	75	165.6	1.77	173.3	1.6820	143.2	1.6925	168.2	1.7459	165.7	1.7413
FEB	75	166.0	1.77	176.0	1.6547	144.0	1.6837	168.2	1.7456	165.8	1.7402
MAR	75	167.2	1.75	176.7	1.6486	144.5	1.6784	169.4	1.7335	166.9	1.7288
APR	75	168.9	1.74	177.0	1.6459	145.2	1.6693	170.7	1.7203	168.1	1.7159
MAY	75	170.4	1.72	178.4	1.6329	145.5	1.6651	172.2	1.7051	169.6	1.7017
JUN	75	171.5	1.71	177.5	1.6312	146.5	1.6515	173.2	1.6955	170.5	1.6918
JUL	75	172.6	1.70	177.4	1.6316	147.5	1.6388	173.7	1.6905	171.1	1.6860
AUG	75	174.2	1.68	178.1	1.6354	146.9	1.6503	175.1	1.6769	172.3	1.6747
SEP	75	175.1	1.68	179.1	1.6262	147.6	1.6426	175.0	1.6683	173.2	1.6661
OCT	75	176.3	1.66	179.5	1.6231	147.4	1.6447	177.0	1.6591	174.0	1.6579
NOV	75	177.8	1.65	179.1	1.6233	147.5	1.6433	178.1	1.6487	175.0	1.6483
DEC	75	178.7	1.64	181.6	1.6042	148.7	1.6304	179.3	1.6376	176.2	1.6370
JAN	76	179.1	1.63	185.0	1.5845	149.5	1.6201	180.4	1.6276	177.3	1.6270
FEB	76	180.7	1.62	185.2	1.5724	149.5	1.6219	181.7	1.6160	178.5	1.6165
MAR	76	181.6	1.61	186.5	1.5636	149.8	1.6184	182.8	1.6063	179.5	1.6073
APR	76	181.2	1.62	184.4	1.5798	149.3	1.6177	181.9	1.6143	178.7	1.6146
MAY	76	182.5	1.60	186.6	1.5614	150.8	1.6080	193.7	1.5986	180.4	1.5994
JUN	76	183.0	1.58	187.1	1.5554	151.6	1.5970	183.9	1.5964	180.7	1.5965

JUL	76	77	185.7	1.5351	190.0	1.3345	1.5872	186.6	1.5734	193.2	1.5746
AUG	76	77	185.7	1.5848	192.8	1.5178	1.5814	187.3	1.5679	183.0	1.5690
SEP	76	77	186.9	1.5747	190.0	1.5313	1.5744	185.5	1.5379	185.0	1.5593
OCT	76	77	189.2	1.5534	194.7	1.4974	1.5536	190.4	1.5423	186.7	1.5441
NOV	76	77	189.2	1.5511	197.7	1.4914	1.5575	191.4	1.5375	187.7	1.5392
DEC	76	77	190.3	1.5442	197.7	1.4904	1.5775	191.5	1.5238	186.3	1.5294
JAN	77	77	191.5	1.5352	196.6	1.4868	1.5108	191.2	1.5200	186.3	1.5193
FEB	77	77	192.7	1.5311	199.3	1.4779	1.5135	190.5	1.5135	190.5	1.5137
MAR	77	77	193.4	1.5210	202.7	1.4667	1.5133	192.7	1.5133	192.7	1.5133
APR	77	77	196.7	1.5169	202.7	1.4611	1.5060	197.3	1.4950	191.4	1.5022
MAY	77	77	196.7	1.4957	205.4	1.4412	1.4954	199.3	1.4735	195.4	1.4781
JUN	77	77	197.4	1.4907	205.5	1.4372	1.4791	197.3	1.4532	195.7	1.4702
JUL	77	77	198.2	1.4784	210.7	1.4247	1.4718	197.5	1.4538	197.5	1.4563
AUG	77	77	200.2	1.4698	210.3	1.4142	1.4637	198.2	1.4503	198.2	1.4514
SEP	77	77	201.2	1.4625	211.7	1.3798	1.4437	199.3	1.4432	199.3	1.4432
OCT	77	77	202.7	1.4557	212.7	1.3695	1.4378	200.3	1.4439	200.3	1.4407
NOV	77	77	202.7	1.4522	213.0	1.3571	1.4391	205.1	1.4127	201.1	1.4292
DEC	77	77	203.5	1.4454	215.3	1.3530	1.4310	205.1	1.4247	203.1	1.4209
JAN	78	78	205.3	1.4332	215.0	1.3579	1.4303	207.5	1.4184	204.1	1.4132
FEB	78	78	207.4	1.4177	218.2	1.3501	1.4251	209.7	1.4034	206.7	1.3988
MAR	78	78	208.4	1.4121	214.2	1.3400	1.4203	209.7	1.4034	206.7	1.3961
APR	78	78	210.0	1.4015	214.1	1.3407	1.4153	210.9	1.3933	207.5	1.3866
MAY	78	78	210.5	1.3975	215.2	1.3334	1.4054	211.5	1.3875	208.5	1.3839
JUN	78	78	211.4	1.3922	217.6	1.3386	1.3949	212.2	1.3800	209.7	1.3751
JUL	78	78	213.5	1.3736	220.1	1.3237	1.3813	214.5	1.3641	211.5	1.3621
AUG	78	78	216.4	1.3599	221.7	1.3137	1.3714	217.6	1.3494	214.2	1.3467
SEP	78	78	217.3	1.3541	223.2	1.3054	1.3604	218.5	1.3430	215.4	1.3393
OCT	78	79	221.1	1.3310	223.5	1.3034	1.3576	221.6	1.3298	216.2	1.3225
NOV	78	79	223.6	1.3164	223.5	1.2973	1.3533	223.5	1.3137	220.7	1.3117
DEC	78	79	225.1	1.3074	228.4	1.2798	1.3685	225.6	1.3001	222.4	1.2974
JAN	79	79	227.4	1.2951	228.4	1.2752	1.3658	227.6	1.2959	224.2	1.2872
FEB	79	79	227.9	1.2911	229.7	1.2681	1.3583	228.7	1.2863	224.7	1.2839
MAR	79	79	228.7	1.2873	231.5	1.2583	1.3554	229.7	1.2808	225.6	1.2786
APR	79	79	229.8	1.2809	233.8	1.2462	1.3534	230.6	1.2711	226.9	1.2714
MAY	79	79	233.3	1.2615	241.3	1.2075	1.3450	235.1	1.2492	231.0	1.2422
JUN	79	79	234.2	1.2569	245.1	1.1883	1.3293	235.6	1.2411	232.7	1.2401
JUL	79	79	237.0	1.2415	249.2	1.1681	1.3247	239.8	1.2247	235.7	1.2240
AUG	79	79	238.1	1.2367	251.4	1.1582	1.3205	241.0	1.2183	237.0	1.2171
SEP	79	79	240.0	1.2252	253.4	1.1494	1.3165	243.0	1.2084	239.1	1.2056
OCT	79	80	246.3	1.1951	256.0	1.1374	1.3123	244.1	1.1920	244.1	1.1920
NOV	79	80	251.9	1.1697	262.6	1.1082	1.3106	249.3	1.1566	249.3	1.1560
DEC	79	80	254.1	1.1547	267.8	1.0878	1.3099	252.7	1.1419	252.7	1.1418
JAN	80	80	255.4	1.1504	265.1	1.0990	1.3063	257.3	1.1387	253.8	1.1376
FEB	80	80	258.4	1.1340	272.0	1.0480	1.3042	262.5	1.1175	258.2	1.1172
MAR	80	80	259.3	1.1343	270.1	1.0400	1.3033	263.9	1.1125	259.7	1.1117
APR	80	80	264.1	1.1143	272.8	1.0677	1.0926	265.1	1.1036	261.5	1.1027
MAY	80	80	266.3	1.1011	274.4	1.0614	1.0882	268.1	1.0932	263.5	1.0940
JUN	80	80	268.2	1.0943	275.4	1.0574	1.0791	273.1	1.0755	265.7	1.0860
JUL	80	80	271.1	1.0820	277.2	1.0503	1.0759	273.0	1.0759	269.7	1.0744
AUG	80	80	273.1	1.0747	280.0	1.0404	1.0533	275.7	1.0657	270.7	1.0655
SEP	80	80	275.1	1.0704	280.0	1.0400	1.0447	276.1	1.0635	271.7	1.0619
OCT	80	81	279.3	1.0512	283.3	1.0324	1.0407	279.8	1.0494	275.1	1.0487
NOV	80	81	284.8	1.0337	284.3	1.0345	1.0324	284.3	1.0339	279.1	1.0338
DEC	80	81	286.7	1.0271	286.7	1.0252	1.0233	286.0	1.0267	281.1	1.0264
JAN	81	81	286.0	1.0185	286.7	1.0185	1.0123	285.3	1.0184	283.0	1.0179
FEB	81	81	291.2	1.0124	287.1	1.0147	1.0055	290.3	1.0117	285.3	1.0111
MAR	81	81	293.7	1.0020	290.4	1.0024	1.0013	293.2	1.0022	287.3	1.0021
APR	81	81	294.1	0.9950	292.6	0.9950	0.9911	289.3	0.9917	289.1	0.9980
MAY	81	81	298.1	0.9872	294.7	0.9885	0.9950	297.4	0.9875	292.0	0.9881
JUN	81	81	299.5	0.9817	297.2	0.9801	0.9812	299.1	0.9818	293.9	0.9817

JUL	41	41	301.2	0.9772	298.8	0.0749	248.1	0.9774	310.6	0.9767	235.4	0.9767
AUG	31	31	306.1	0.9611	311.3	0.9658	250.3	0.9688	305.1	0.9525	299.5	0.9531
SEP	31	31	306.7	0.9577	312.6	0.9522	250.6	0.9674	305.4	0.9503	300.3	0.9609

HISTORICAL INFLATION QUARTERLY INDICES

CY	REFLECTOR PRODUCTION		ENGINE PRODUCTION		AVIONICS PRODUCTION		AGGREGATE AIR VEHICLES EXCLUDING AVIONICS		AGGREGATE AIR VEHICLES INCLUDING AVIONICS	
	INDEX CY57=	FACTOR FY81=	INDEX CY57=	FACTOR FY81=	INDEX CY57=	FACTOR FY81=	INDEX CY57=	FACTOR FY81=	INDEX CY57=	FACTOR FY81=
1	100.0	1.0000	100.0	1.0000	100.0	1.0000	100.0	1.0000	100.0	1.0000
2	100.1	2.0166	100.3	2.04176	100.1	2.0166	100.1	2.0166	100.1	2.0166
3	100.2	2.0333	100.6	2.06352	100.2	2.0333	100.2	2.06352	100.2	2.06352
4	100.3	2.0500	100.9	2.08368	100.3	2.0500	100.3	2.08368	100.3	2.08368
5	100.4	2.0667	101.2	2.10384	100.4	2.0667	100.4	2.10384	100.4	2.10384
6	100.5	2.0833	101.5	2.12400	100.5	2.0833	100.5	2.12400	100.5	2.12400
7	100.6	2.1000	101.8	2.14416	100.6	2.1000	100.6	2.14416	100.6	2.14416
8	100.7	2.1167	102.1	2.16432	100.7	2.1167	100.7	2.16432	100.7	2.16432
9	100.8	2.1333	102.4	2.18448	100.8	2.1333	100.8	2.18448	100.8	2.18448
10	100.9	2.1500	102.7	2.20464	100.9	2.1500	100.9	2.20464	100.9	2.20464
11	101.0	2.1667	103.0	2.22480	101.0	2.1667	101.0	2.22480	101.0	2.22480
12	101.1	2.1833	103.3	2.24496	101.1	2.1833	101.1	2.24496	101.1	2.24496
13	101.2	2.2000	103.6	2.26512	101.2	2.2000	101.2	2.26512	101.2	2.26512
14	101.3	2.2167	103.9	2.28528	101.3	2.2167	101.3	2.28528	101.3	2.28528
15	101.4	2.2333	104.2	2.30544	101.4	2.2333	101.4	2.30544	101.4	2.30544
16	101.5	2.2500	104.5	2.32560	101.5	2.2500	101.5	2.32560	101.5	2.32560
17	101.6	2.2667	104.8	2.34576	101.6	2.2667	101.6	2.34576	101.6	2.34576
18	101.7	2.2833	105.1	2.36592	101.7	2.2833	101.7	2.36592	101.7	2.36592
19	101.8	2.3000	105.4	2.38608	101.8	2.3000	101.8	2.38608	101.8	2.38608
20	101.9	2.3167	105.7	2.40624	101.9	2.3167	101.9	2.40624	101.9	2.40624
21	102.0	2.3333	106.0	2.42640	102.0	2.3333	102.0	2.42640	102.0	2.42640
22	102.1	2.3500	106.3	2.44656	102.1	2.3500	102.1	2.44656	102.1	2.44656
23	102.2	2.3667	106.6	2.46672	102.2	2.3667	102.2	2.46672	102.2	2.46672
24	102.3	2.3833	106.9	2.48688	102.3	2.3833	102.3	2.48688	102.3	2.48688
25	102.4	2.4000	107.2	2.50704	102.4	2.4000	102.4	2.50704	102.4	2.50704
26	102.5	2.4167	107.5	2.52720	102.5	2.4167	102.5	2.52720	102.5	2.52720
27	102.6	2.4333	107.8	2.54736	102.6	2.4333	102.6	2.54736	102.6	2.54736
28	102.7	2.4500	108.1	2.56752	102.7	2.4500	102.7	2.56752	102.7	2.56752
29	102.8	2.4667	108.4	2.58768	102.8	2.4667	102.8	2.58768	102.8	2.58768
30	102.9	2.4833	108.7	2.60784	102.9	2.4833	102.9	2.60784	102.9	2.60784
31	103.0	2.5000	109.0	2.62800	103.0	2.5000	103.0	2.62800	103.0	2.62800
32	103.1	2.5167	109.3	2.64816	103.1	2.5167	103.1	2.64816	103.1	2.64816
33										

3	75	242.4	1.2347	251.4	1.1159	271.6	1.2024	241.3	1.2171	237.3	1.2159
4	75	250.7	1.1157	262.2	1.1159	208.2	1.1643	251.3	1.1593	248.3	1.1597
1	80	257.5	1.1414	274.4	1.0417	217.3	1.1145	231.5	1.1228	257.1	1.1221
2	50	265.2	1.1052	274.3	1.0532	223.8	1.0835	261.1	1.0954	263.6	1.0444
3	30	273.2	1.0155	279.1	1.0437	230.3	1.0527	271.2	1.0585	270.3	1.0672
4	50	282.3	1.0172	281.6	1.1325	234.5	1.0321	271.3	1.0355	278.4	1.0362
1	81	281.2	1.0104	287.9	1.0115	240.9	1.0063	293.5	1.0107	285.5	1.0193
2	31	297.5	0.9893	294.3	0.9431	244.3	0.9924	295.9	0.9889	291.7	0.9892
3	81	304.7	0.9560	300.4	0.9531	249.7	0.9711	303.3	0.9564	298.4	0.9568

HISTORICAL INFLATION FISCAL YEAR INDICES

FY	AIRFRAME PRODUCTION			TUNING PRODUCTION			AVIONICS PRODUCTION			AGGREGATE AIR VEHICLE EXCLUDING AVIONICS			AGGREGATE AIR VEHICLE INCLUDING AVIONICS		
	INDEX CY67=	FACTOR FY81=	INDEX CY67=	FACTOR FY81=	INDEX CY67=	FACTOR FY81=	INDEX CY67=	FACTOR FY81=	INDEX CY67=	FACTOR FY81=	INDEX CY67=	FACTOR FY81=	INDEX CY67=	FACTOR FY81=	INDEX CY67=
66	100.0	1.0000	100.0	1.0000	100.0	1.0000	100.0	1.0000	100.0	1.0000	100.0	1.0000	100.0	1.0000	1.0000
67	101.7	1.0000	101.7	1.0000	101.7	1.0000	101.7	1.0000	101.7	1.0000	101.7	1.0000	101.7	1.0000	1.0000
68	107.1	1.0000	107.1	1.0000	107.1	1.0000	107.1	1.0000	107.1	1.0000	107.1	1.0000	107.1	1.0000	1.0000
69	113.2	1.0000	113.2	1.0000	113.2	1.0000	113.2	1.0000	113.2	1.0000	113.2	1.0000	113.2	1.0000	1.0000
70	119.5	1.0000	119.5	1.0000	119.5	1.0000	119.5	1.0000	119.5	1.0000	119.5	1.0000	119.5	1.0000	1.0000
71	124.4	1.0000	124.4	1.0000	124.4	1.0000	124.4	1.0000	124.4	1.0000	124.4	1.0000	124.4	1.0000	1.0000
72	133.2	1.0000	133.2	1.0000	133.2	1.0000	133.2	1.0000	133.2	1.0000	133.2	1.0000	133.2	1.0000	1.0000
73	144.1	1.0000	144.1	1.0000	144.1	1.0000	144.1	1.0000	144.1	1.0000	144.1	1.0000	144.1	1.0000	1.0000
74	164.0	1.0000	164.0	1.0000	164.0	1.0000	164.0	1.0000	164.0	1.0000	164.0	1.0000	164.0	1.0000	1.0000
75	178.7	1.0000	178.7	1.0000	178.7	1.0000	178.7	1.0000	178.7	1.0000	178.7	1.0000	178.7	1.0000	1.0000
76	186.1	1.0000	186.1	1.0000	186.1	1.0000	186.1	1.0000	186.1	1.0000	186.1	1.0000	186.1	1.0000	1.0000
77	194.7	1.0000	194.7	1.0000	194.7	1.0000	194.7	1.0000	194.7	1.0000	194.7	1.0000	194.7	1.0000	1.0000
78	202.1	1.0000	202.1	1.0000	202.1	1.0000	202.1	1.0000	202.1	1.0000	202.1	1.0000	202.1	1.0000	1.0000
79	230.5	1.0000	230.5	1.0000	230.5	1.0000	230.5	1.0000	230.5	1.0000	230.5	1.0000	230.5	1.0000	1.0000
80	262.1	1.0000	262.1	1.0000	262.1	1.0000	262.1	1.0000	262.1	1.0000	262.1	1.0000	262.1	1.0000	1.0000
81	294.3	1.0000	294.3	1.0000	294.3	1.0000	294.3	1.0000	294.3	1.0000	294.3	1.0000	294.3	1.0000	1.0000

APPENDIX G

ANNUAL DATA FOR THE HISTORICAL INFLATION PROGRAM --
RAW MATERIAL PORTION ONLY

171
80
21

CY	PP1-17	PP1-17	SI-11
1947	70.50	54.90	0.0
1948	72.50	62.50	0.0
1949	70.50	63.00	0.0
1950	65.50	65.30	0.0
1951	105.40	73.80	0.0
1952	95.50	73.90	0.0
1953	89.10	76.30	0.0
1954	90.40	76.90	0.0
1955	102.40	82.10	0.0
1956	103.80	89.20	0.0
1957	103.40	91.00	0.0

 * CALENDAR YEAR DATA *
 * PRE-1950 *
 * *** RA MATERIAL ONLY *** *

APPENDIX H

MONTHLY DATA FOR THE HISTORICAL INFLATION PROGRAM - -
RAW MATERIAL PORTION ONLY

[illegible]

NY - L Y D A T A

[illegible]

W. C. T. H. L. Y. O. A. T. A.

[illegible]

H 4

NO: T H L Y O A T A

[illegible]

APPENDIX I

HISTORICAL INFLATION INDICES :

RAW MATERIAL PORTION ONLY.

HISTORICAL INFLATION PRE-1958 INDICES

RAW MATERIAL PORTION ONLY

AGGREGATE AIR VEHICLE EXCLUDING AVIONICS

INDEX	FACTOR
CY67E	FY61E
100.0	1.0000
---	---
47	4.1532
48	3.6751
49	3.5343
50	3.4456
51	3.0777
52	3.0917
53	3.0105
54	4.0363
55	2.7384
56	2.5759
57	2.5289

ENTIRE PRODUCTION

INDEX	FACTOR
CY67E	FY61E
100.0	1.0000
---	---
47	4.2113
48	3.7707
49	3.6307
50	3.4537
51	3.1152
52	3.1352
53	3.0724
54	3.1141
55	2.8031
56	2.5292
57	2.5450

SHIPMENT PRODUCTION

INDEX	FACTOR
CY67E	FY61E
100.0	1.0000
---	---
47	4.1272
48	3.6517
49	3.5221
50	3.4134
51	3.0403
52	3.0542
53	2.9945
54	2.8633
55	2.7672
56	2.5615
57	2.5117

HISTORICAL INFLATION
CALENDAR YEAR INDICES
RAW MATERIAL PORTION ONLY

YEAR	AIRFRAME PRODUCTION			ENGINE PRODUCTION			AVIONICS PRODUCTION			453PES-12 AIR VEHICLE EXCLUDING AVIONICS			AGGREGATE AIR VEHICLE INCLUDING AVIONICS		
	INDEX CY67=100.0	FACTOR FY61=1.0000	INDEX CY67=100.0	INDEX CY67=100.0	FACTOR FY61=1.0000	INDEX CY67=100.0	INDEX CY67=100.0	FACTOR FY61=1.0000	INDEX CY67=100.0	INDEX CY67=100.0	FACTOR FY61=1.0000	INDEX CY67=100.0	INDEX CY67=100.0	FACTOR FY61=1.0000	INDEX CY67=100.0
48	27.7	2.5315	19.4	19.4	2.5546	31.5	31.5	1.5563	31.5	31.5	2.5442	34.3	34.3	2.4631	34.3
49	25.0	2.7270	25.0	25.0	2.7147	31.3	31.3	1.5630	31.3	31.3	2.7187	32.0	32.0	2.5161	32.0
50	26.0	2.6802	57.0	57.0	2.6577	30.9	30.9	1.6829	30.9	30.9	2.6534	33.7	33.7	2.5720	33.7
51	25.4	2.7503	57.0	57.0	2.6911	30.9	30.9	1.6350	30.9	30.9	2.7318	32.3	32.3	2.6314	32.3
52	24.0	2.8600	43.0	43.0	2.7372	30.5	30.5	1.7111	30.5	30.5	2.8116	31.4	31.4	2.7049	31.4
53	23.7	2.5660	43.0	43.0	2.5704	30.1	30.1	1.7290	30.1	30.1	2.9296	30.2	30.2	2.8100	30.2
54	23.4	2.5615	40.0	40.0	2.5696	30.0	30.0	1.7399	30.0	30.0	3.0147	29.4	29.4	2.8850	29.4
55	23.0	2.5746	49.0	49.0	3.1162	30.0	30.0	1.7295	30.0	30.0	3.0275	29.4	29.4	2.8958	29.4
56	23.0	2.5941	49.0	49.0	3.0595	30.0	30.0	1.6936	30.0	30.0	2.9323	29.7	29.7	2.8578	29.7
57	24.0	2.5119	52.0	52.0	2.5933	31.0	31.0	1.6547	31.0	31.0	2.9047	30.4	30.4	2.7768	30.4
58	24.0	2.6550	54.0	54.0	2.6121	31.2	31.2	1.6680	31.2	31.2	2.9145	31.1	31.1	2.7284	31.1
59	25.5	2.7523	57.0	57.0	2.6530	31.7	31.7	1.6432	31.7	31.7	2.7093	32.0	32.0	2.6056	32.0
60	26.2	2.6758	65.0	65.0	2.5400	31.9	31.9	1.6303	31.9	31.9	2.5363	34.5	34.5	2.4537	34.5
71	26.2	2.6811	67.7	67.7	2.2577	32.3	32.3	1.6158	32.3	32.3	2.5012	35.1	35.1	2.4198	35.1
72	26.6	2.6417	65.9	65.9	2.3182	32.6	32.6	1.6303	32.6	32.6	2.5071	35.0	35.0	2.4220	35.0
73	27.3	2.5738	66.2	66.2	2.3087	32.9	32.9	1.5849	32.9	32.9	2.4552	35.6	35.6	2.3940	35.6
74	34.2	2.0552	82.0	82.0	2.38436	35.1	35.1	1.5853	35.1	35.1	1.9387	44.0	44.0	1.9301	44.0
75	39.1	1.7944	51.7	51.7	1.5959	36.4	36.4	1.4326	36.4	36.4	1.7127	50.2	50.2	1.6924	50.2
76	42.2	1.6618	170.0	170.0	1.5158	36.5	36.5	1.4289	36.5	36.5	1.5026	53.4	53.4	1.5907	53.4
77	45.6	1.5395	111.4	111.4	1.3705	37.6	37.6	1.3847	37.6	37.6	1.4760	58.0	58.0	1.4605	58.0
78	49.0	1.4259	115.2	115.2	1.3492	40.0	40.0	1.3039	40.0	40.0	1.3995	61.1	61.1	1.3895	61.1
79	55.6	1.2633	150.2	150.2	1.1737	42.6	42.6	1.2185	42.6	42.6	1.2274	69.2	69.2	1.2268	69.2
80	63.8	1.0996	140.1	140.1	1.0249	49.2	49.2	1.0586	49.2	49.2	1.0697	79.4	79.4	1.0690	79.4

RAW MATERIAL PORTION ONLY

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MAY	71	71	26.4	2.6564	56.6	2.2522	32.4	1.5112	35.4	2.5023	35.1	2.4201
JUN	71	71	26.4	2.6611	56.7	2.2545	32.4	1.5033	35.4	2.4751	35.4	2.3955
JUL	71	72	26.4	2.6590	56.7	2.2540	32.4	1.5049	35.4	2.4730	35.4	2.3932
AUG	71	72	26.4	2.6577	56.7	2.2547	32.4	1.5034	35.4	2.4720	35.4	2.3924
SEP	71	72	26.4	2.6567	56.6	2.2561	32.4	1.5036	35.4	2.4754	35.4	2.3963
OCT	71	72	26.4	2.6511	56.5	2.2551	32.4	1.5036	35.4	2.4759	35.4	2.3965
NOV	71	72	26.4	2.6644	56.6	2.2561	32.4	1.5036	35.4	2.4775	35.4	2.3964
DEC	71	72	26.4	2.6644	56.4	2.2561	32.4	1.5036	35.4	2.4775	35.4	2.3964
JAN	72	72	26.4	2.6577	56.4	2.2572	32.4	1.5113	35.4	2.4594	35.4	2.4032
FEB	72	72	26.4	2.6502	56.7	2.2572	32.4	1.5003	35.4	2.4591	35.4	2.3994
MAR	72	72	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
APR	72	72	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
MAY	72	72	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JUN	72	72	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JUL	72	72	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
AUG	72	72	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
SEP	72	72	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
OCT	72	72	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
NOV	72	72	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
DEC	72	72	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JAN	73	73	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
FEB	73	73	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
MAR	73	73	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
APR	73	73	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
MAY	73	73	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JUN	73	73	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JUL	73	73	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
AUG	73	73	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
SEP	73	73	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
OCT	73	73	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
NOV	73	73	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
DEC	73	73	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JAN	74	74	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
FEB	74	74	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
MAR	74	74	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
APR	74	74	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
MAY	74	74	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JUN	74	74	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JUL	74	74	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
AUG	74	74	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
SEP	74	74	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
OCT	74	74	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
NOV	74	74	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
DEC	74	74	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JAN	75	75	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
FEB	75	75	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
MAR	75	75	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
APR	75	75	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
MAY	75	75	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JUN	75	75	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JUL	75	75	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
AUG	75	75	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
SEP	75	75	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
OCT	75	75	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
NOV	75	75	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
DEC	75	75	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JAN	76	76	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
FEB	76	76	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
MAR	76	76	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
APR	76	76	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
MAY	76	76	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JUN	76	76	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JUL	76	76	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
AUG	76	76	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
SEP	76	76	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
OCT	76	76	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
NOV	76	76	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
DEC	76	76	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JAN	77	77	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
FEB	77	77	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
MAR	77	77	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
APR	77	77	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
MAY	77	77	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JUN	77	77	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JUL	77	77	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
AUG	77	77	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
SEP	77	77	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
OCT	77	77	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
NOV	77	77	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
DEC	77	77	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JAN	78	78	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
FEB	78	78	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
MAR	78	78	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
APR	78	78	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
MAY	78	78	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JUN	78	78	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JUL	78	78	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
AUG	78	78	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
SEP	78	78	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
OCT	78	78	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
NOV	78	78	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
DEC	78	78	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JAN	79	79	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
FEB	79	79	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
MAR	79	79	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
APR	79	79	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
MAY	79	79	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JUN	79	79	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
JUL	79	79	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4	2.4519	35.4	2.3931
AUG	79	79	26.4	2.6451	56.6	2.2572	32.4	1.5035	35.4			

437	75	76	41.5	1.6902	5.52	1.6382	36.5	1.9351	5.24	1.6289	1.6155
JUN 75	75	42.1	1.6957	57.4	1.6356	36.5		1.9409	54.2	1.6317	1.6019
JUL 75	77	42.7	1.6959	58.6	1.6313	36.5		1.9264	53.0	1.6077	1.5952
AUG 75	77	42.7	1.6959	58.6	1.6313	36.5		1.9264	53.0	1.6077	1.5952
SEP 75	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
OCT 75	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
NOV 75	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
DEC 75	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
JAN 76	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
FEB 76	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
MAR 76	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
APR 76	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
MAY 76	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
JUN 76	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
JUL 76	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
AUG 76	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
SEP 76	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
OCT 76	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
NOV 76	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
DEC 76	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
JAN 77	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
FEB 77	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
MAR 77	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
APR 77	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
MAY 77	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
JUN 77	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
JUL 77	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
AUG 77	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
SEP 77	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
OCT 77	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
NOV 77	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
DEC 77	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
JAN 78	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
FEB 78	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.5964
MAR 78	77	44.1	1.6924	1.032	1.6315	36.5		1.9277	54.2	1.5764	1.59

MAY	41	-1	72.5	0.9747	155.0	0.7551	82.2	0.9980	90.5	0.9190	66.5	0.9802
JUN	41	81	72.5	0.9546	156.5	0.9755	52.5	0.9944	91.4	0.9587	87.5	0.9704
JUL	-1	91	71.2	0.9505	158.5	0.9744	41.4	0.9762	91.4	0.9652	87.5	0.9558
AUG	-1	-1	71.4	0.9501	157.5	0.9712	51.5	0.9733	71.9	0.9533	88.1	0.9632
SEP	51	1	71.7	0.9511	157.5	0.9725	55.5	0.9722	72.5	0.9577	88.5	0.9550

HISTORICAL INFLATION QUARTERLY INDICES

RAW MATERIAL PORTION ONLY

STF	CY	AIRFRAME PRODUCTION			ENGINE PRODUCTION			AVIONICS PRODUCTION			AGGREGATE AIR VEHICLE EXCLUDING AVIONICS			AGGREGATE AIR VEHICLE INCLUDING AVIONICS		
		INDEX	INDEX	INDEX	INDEX	INDEX	INDEX	INDEX	INDEX	INDEX	INDEX	INDEX	INDEX	INDEX	INDEX	
1	1	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
2	2	2.9174	2.9149	2.9149	31.4	1.6902	2.9149	30.0	2.9149	2.9149	2.9149	2.9149	2.9149	2.9149	2.9149	
3	3	2.6939	2.6911	2.6911	31.3	1.6639	2.6911	30.0	2.6939	2.6939	2.6939	2.6939	2.6939	2.6939	2.6939	
4	4	2.6939	2.6911	2.6911	31.3	1.6639	2.6911	30.0	2.6939	2.6939	2.6939	2.6939	2.6939	2.6939	2.6939	
5	5	2.8719	2.8710	2.8710	31.3	1.6659	2.8710	31.1	2.8473	2.8473	2.8473	31.1	2.8473	2.8473	2.8473	
6	6	2.8540	2.8541	2.8541	31.2	1.6714	2.8541	31.1	2.8541	2.8541	2.8541	31.1	2.8541	2.8541	2.8541	
7	7	2.6670	2.6670	2.6670	31.2	1.6703	2.6670	31.1	2.6670	2.6670	2.6670	31.1	2.6670	2.6670	2.6670	
8	8	2.4052	2.4052	2.4052	31.2	1.6714	2.4052	31.1	2.4052	2.4052	2.4052	31.1	2.4052	2.4052	2.4052	
9	9	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
10	10	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
11	11	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
12	12	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
13	13	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
14	14	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
15	15	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
16	16	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
17	17	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
18	18	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
19	19	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
20	20	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
21	21	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
22	22	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
23	23	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
24	24	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
25	25	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
26	26	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
27	27	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
28	28	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
29	29	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
30	30	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
31	31	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
32	32	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
33	33	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
34	34	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
35	35	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
36	36	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
37	37	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
38	38	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
39	39	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
40	40	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
41	41	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
42	42	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
43	43	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
44	44	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
45	45	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
46	46	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
47	47	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
48	48	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
49	49	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
50	50	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
51	51	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
52	52	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
53	53	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
54	54	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
55	55	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
56	56	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
57	57	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
58	58	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
59	59	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
60	60	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
61	61	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
62	62	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
63	63	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
64	64	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
65	65	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
66	66	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
67	67	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
68	68	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
69	69	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
70	70	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
71	71	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
72	72	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
73	73	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32.0	2.7517	2.7517	2.7517	32.0	2.7517	2.7517	2.7517	
74	74	2.7517	2.7517	2.7517	31.3	1.6444	2.7517	32								

1	73	51.7	1.3586	110.5	1.2593	41.3	1.2621	77.5	1.3312	54.3	1.3257
2	73	55.4	1.2752	127.6	1.1542	42.3	1.2471	71.2	1.2457	68.3	1.2455
3	75	58.4	1.2452	174.6	1.1134	43.4	1.2615	73.7	1.2309	71.7	1.2313
4	75	58.2	1.1885	133.6	1.111	44.4	1.1741	77.1	1.1483	73.0	1.1493
5	84	51.	1.1335	111.4	1.114	45.9	1.1093	51.7	1.0342	79.2	1.0457
6	80	53.8	1.1044	148.6	1.033	46.3	1.0652	77.2	1.0735	73.2	1.0725
7	80	54.1	1.0971	142.1	1.024	47.3	1.0352	77.1	1.0537	79.0	1.0633
8	80	45.0	1.045	147.0	1.024	48.3	1.025	73.0	1.0159	71.0	1.0246
9	81	50.3	1.011	151.0	1.011	49.3	1.014	77.3	1.0112	74.1	1.0107
10	81	72.2	0.9712	155.5	0.9826	50.3	0.9976	73.7	0.9761	86.3	0.9773
11	81	73.1	0.9571	157.5	0.9727	53.3	0.9733	72.1	0.9521	91.2	0.9525

HISTORICAL INFLATION FISCAL YEAR INDICES

RAW MATERIAL PORTION ONLY

FY	AIR FORCE PRODUCTION			ENGINE PRODUCTION			AVIONICS PRODUCTION			AGGREGATE AIR VEHICLE EXCLUDING AVIONICS			AGGREGATE AIR VEHICLE INCLUDING AVIONICS		
	INDEX CY67=	INDEX 100.0	FACTOR FY81=	INDEX CY67=	INDEX 100.0	FACTOR FY81=	INDEX CY67=	INDEX 100.0	FACTOR FY81=	INDEX CY67=	INDEX 100.0	FACTOR FY81=	INDEX CY67=	INDEX 100.0	FACTOR FY81=
69	24.7	33.6	2.5412	31.1	31.1	1.6639	39.0	39.0	2.6779	30.0	30.0	2.6779	47.463	47.463	2.6779
70	24.7	35.2	2.7677	31.4	31.4	1.5609	31.6	31.6	2.7996	31.6	31.6	2.7996	47.463	47.463	2.7996
71	26.7	42.3	2.4514	31.9	31.9	1.5407	34.1	34.1	2.5002	34.1	34.1	2.5002	47.463	47.463	2.5002
72	33.1	46.1	2.3111	32.2	32.2	1.56175	35.1	35.1	2.5239	35.1	35.1	2.5239	47.463	47.463	2.5239
73	33.1	48.3	2.2355	32.7	32.7	1.5044	35.6	35.6	2.4751	35.6	35.6	2.4751	47.463	47.463	2.4751
74	38.0	44.4	2.1711	33.0	33.0	1.5556	38.1	38.1	2.5201	38.1	38.1	2.5201	47.463	47.463	2.5201
75	37.1	93.3	2.1594	33.0	33.0	1.5534	38.1	38.1	2.5201	38.1	38.1	2.5201	47.463	47.463	2.5201
76	40.0	93.3	1.9264	35.0	35.0	1.4327	48.3	48.3	1.7350	48.3	48.3	1.7350	47.463	47.463	1.7350
77	43.1	101.0	1.3757	35.0	35.0	1.4405	52.5	52.5	1.6759	51.2	51.2	1.6759	47.463	47.463	1.6759
78	43.0	101.0	1.3504	35.0	35.0	1.4290	52.5	52.5	1.6759	54.2	54.2	1.6759	47.463	47.463	1.6759
79	46.1	109.0	1.4019	37.3	37.3	1.3978	59.2	59.2	1.4515	57.0	57.0	1.4515	47.463	47.463	1.4515
80	48.4	112.6	1.3544	39.3	39.3	1.3253	62.5	62.5	1.4137	60.2	60.2	1.4137	47.463	47.463	1.4137
81	52.4	125.0	1.2537	41.0	41.0	1.2444	69.1	69.1	1.280	66.4	66.4	1.280	47.463	47.463	1.280
82	52.2	147.3	1.0372	47.6	47.6	1.0542	81.1	81.1	1.0315	77.3	77.3	1.0315	47.463	47.463	1.0315
83	75.2	122.1	1.0000	52.1	52.1	1.0000	84.6	84.6	1.0000	84.6	84.6	1.0000	47.463	47.463	1.0000